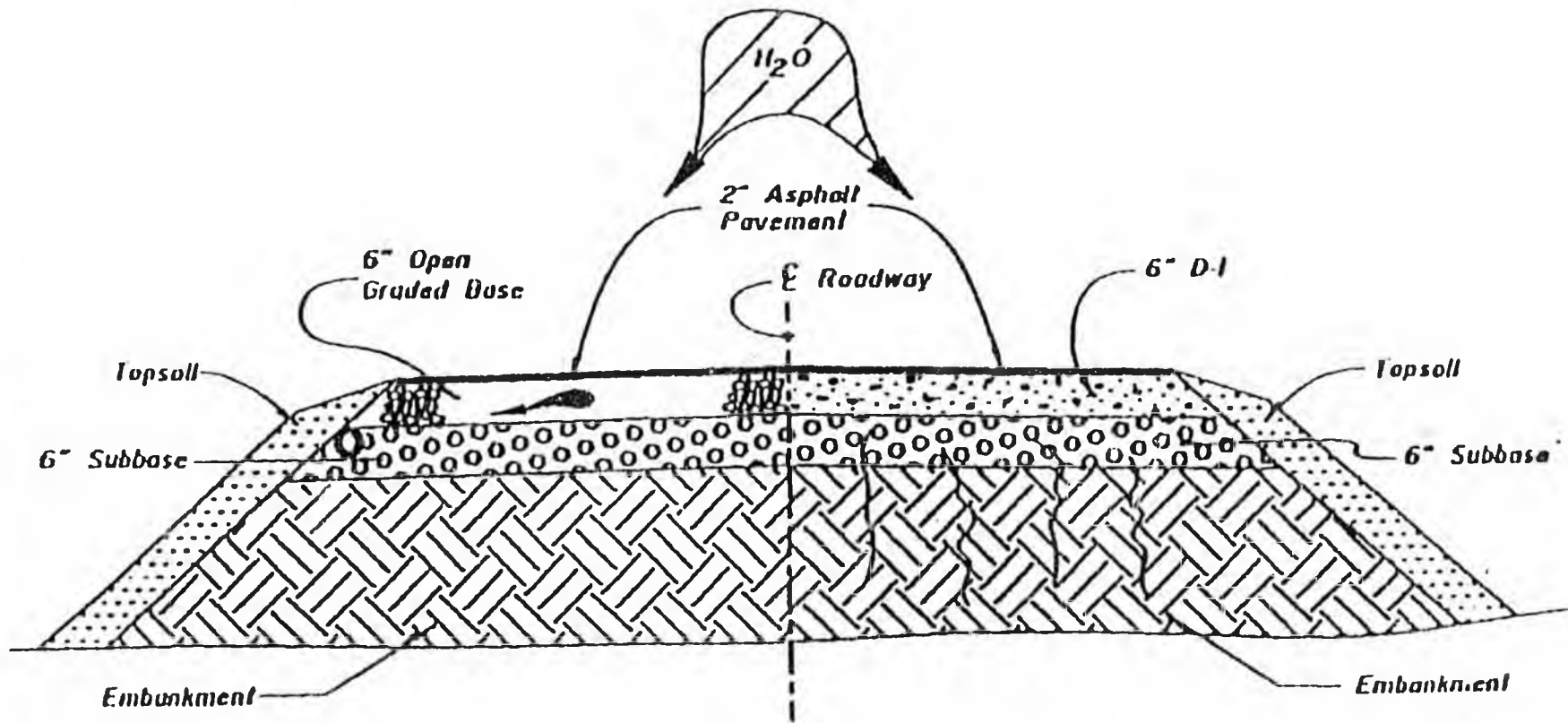


ALASKA LEGISLATURE COMMITTEE FILES 1993-1994 8672

8508

SENATE TRANSPORTATION

Alaska Department of Transportation & Public Facilities



OPEN GRADED BASE

Sieve Designation	Percent Passing* by Weight
5"	100
3/4"	75-100
1/2"	50-70
3/8"	35-60
No. 4	0-0
No. 8	
No. 40	
No. 100	

* 2-3% Asphalt

TYPICAL CROSS-SECTION

D-1

Sieve Designation	Percent Passing by Weight
5"	100
3/4"	70-100
3/8"	50-80
No. 4	35-60
No. 8	20-50
No. 40	5-30
No. 200	0-8

Studded Tire

Estimate of the Pavement Damage of A Set of 4 Studded Tires

Weight of Lost Asphalt Concrete* (metric tons)	Distance traveled (kilometers)	US Tons lost per 1,000 Miles	Cost per Ton Asphalt Concrete (US tons)	Allied Costs**: Assume 50% of AC Cost	Cost per 1,000 Miles of Stud Tire Use	Cost for Life of Set of Studded Tires (4)***
50	1,000,000	0.09	\$35.00	\$17.50	\$4.66	\$186
100	1,000,000	0.18	\$35.00	\$17.50	\$9.31	\$373

* From a paper presented at the XIVth World Road Congress, Prague, Czechoslovakia, 1971, based on research in Sweden.

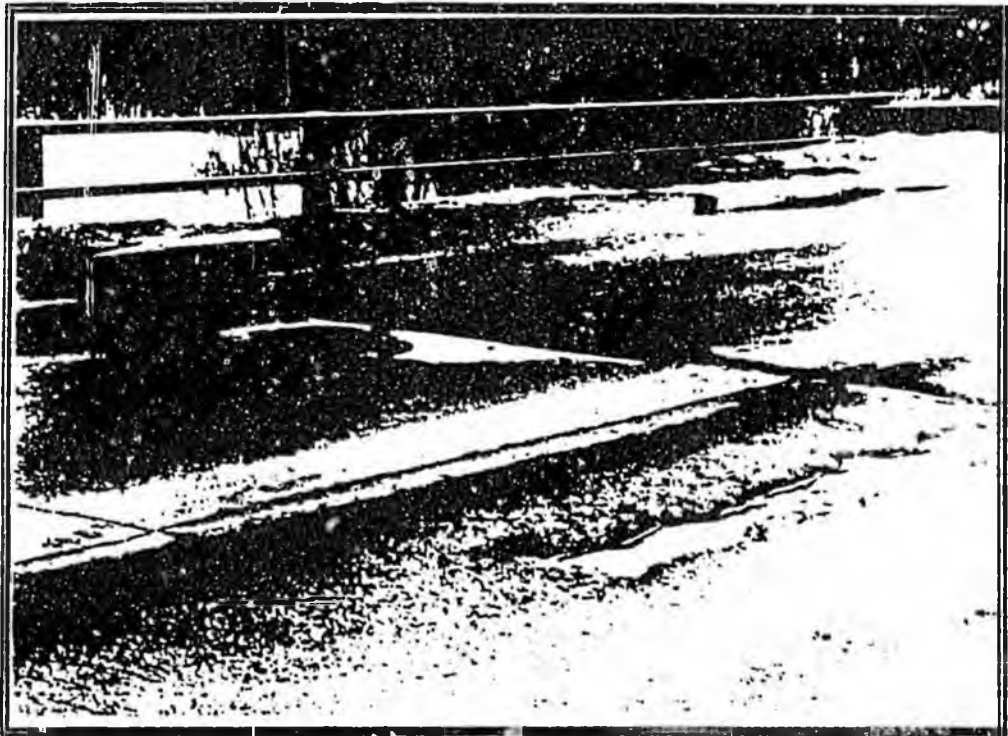
** Allied costs include engineering, mobilization and demobilization, and preparation.

** A set of tires is assumed to have a 40,000 mile life.

Prepared by Engineering and Operations Standards Division, Alaska DOT&PF, April, 1991



Studs have worn through the top pavement layer ($2'' \pm$) along lines spaced equally with car wheels.



Pavement ($2'' \pm$) on bridge has been stud worn to concrete.

Washington lawmakers seek a \$25-per-tire fee on studs

By JOSEPH TURNER
McClatchy News Service

TACOMA, Wash. — State lawmakers have tried to outlaw road-damaging studded tires for most of the past 20 years, and they came close a few years ago.

But on the day the ban came up for a vote in the state House, fate intervened. It snowed.

And as supporters of the ban drove down the freeway from Seattle to the state capital in Olympia — slipping and sliding along the way — they started changing their minds.

"The gods were trying to tell us something," said George Walk, who sponsored the bill as chairman of the House Transportation Committee in the late 1980s. "It was going to be a close vote anyway. So when it started snowing outside, we were ready to give up."

Walk let the bill die without a vote.

This year lawmakers are taking a different tack. Instead of trying to ban studded tires, they want to impose a tax of \$25 per tire.

Senate Transportation Committee members approved the special stud tax in Senate Bill 5151 last week; the full Senate is expected to vote on the bill this week.

"We might not have to raise the gas tax so much if we'd do something about studded tires," said Rep. Shirley Winsley, R-Fircrest, this year's bill sponsor. "If people are going to insist on using studded tires, they should be willing to pay a small fee."

Small fee?

"Oh, jeez," said Richard Nordness, director of the Washington State Tire Dealers Association. "People can't afford to put that much money into tires

NORTHWEST

"A good snow tire costs \$50 to \$60. Most dealers charge \$9 or \$10, plus labor, to put the studs on. With a \$25 tax ... you're talking pretty close to \$100.

"It's insane, really," he said. "Putting such a high tariff on them has the same effect as a ban."

That's the point, said Sen. Larry Vognild, chairman of the Senate Transportation Committee.

Highway officials estimate studded tires cause about \$25 million damage a year to the highway system. The studs gouge into asphalt and concrete roadways. Pavement supposed to last 14 years gets chewed up years earlier.

Historically, the studded tire debate has pitted Western Washington lawmakers against their Eastern Washington counterparts. It's a question of differing climates.

In the slushy snows west of the Cascades, a studded tire is no help. And on wet

or dry pavement, studs can radically reduce traction, said Ron Maulsby, public affairs manager for Goodyear Tire and Rubber Co. in Akron, Ohio.

"The only time we recommend a studded tire is where you're in part of the country where ice is covering the road for days or for months at a time," Maulsby said. "Metal studded tires will provide 40 percent better traction on compact snow and ice."

Nordness disputes the amount of damage caused by studded tires, especially since they've been equipped with a softer metal stud.

"It has not been proven that studded tires do that much damage to the road," he said. "Those same kinds of ruts show up in Florida and other states where studs are outlawed."

Heavy trucks get some of the blame for rutted highways.

"If we have to go back to the old days of using chains, we're going to see a lot more damage," Nordness said.



NOTICE

The first clinic of the Alaska Baseball Umpires Association is scheduled for Tuesday, March 16th at 7:00 p.m. at Ptarmigan Elementary School, 888 Edwards Street.

TRAINING BEGINS FOR NEW UMPIRES.

For more information call Allen Smith,
344-0933 or 243-7757.

STATE OF ALABAMA
1992 LEGISLATIVE SESSION

FISCAL NOTE

Revision Date: _____ Department Affected: **DOT&PF**
 Title: **Ban Sale of Some Studded Tires and Studs** BRU:
 Sponsor: **Hanley** Component:
 Requestor: _____ Component Serial Number: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY95	FY96	FY97	FY98	FY99	FY00
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTUAL	0	0	0	<1,000.0>	<2,000.0>	<2,000.0>
SUPPLIES	0	0	0	0	0	0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
TOTAL OPERATING:	0	0	0	<1,000.0>	<2,000.0>	<2,000.0>
CAPITAL	0	0	0	0	0	0
REVENUE FUND SOURCE	0	0	0	0	0	0

FUNDING: (Thousands of Dollars)

1002 FEDERAL RECEIPTS	0	0	0	<900.0>	<1,800.0>	<1,800.0>
1003 GF MATCH	0	0	0	<100.0>	<200.0>	<200.0>
1004 GF	0	0	0	0	0	0
1005 GF/PROGRAM RECEIPTS	0	0	0	0	0	0
1006 GF/MHTIA	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
TOTAL FUNDING:	0	0	0	<1,000.0>	<2,000.0>	<2,000.0>

POSITIONS

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

Estimate of current year (FY94) impact: 0

ANALYSIS: (Attach a separate page if necessary)

DOT&PF estimates that stud wear of highway pavements creates annual pavement replacement or repair costs of approximately \$4,000,000. While not providing additional funding to DOT&PF, the bill will allow better use of existing Federal Aid Highway funds, by reducing rut repair costs by 50% annually once the bill is in effect.

Prepared by: Schuyler J. Stevens, P.E.

Phone: 465-6977

Division: Chief State Engineer

Date: April 8, 1994

Approved by Commissioner: 

Phone: 465-3901

B.A. Campbell

Agency: Department of Transportation and Public Facilities

Date: April 11, 1994

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8-LS11020 ✓
Ford
4/26/94

SENATE CS FOR CS FOR SS FOR HOUSE BILL NO. 301(TRA)
IN THE LEGISLATURE OF THE STATE OF ALASKA
EIGHTEENTH LEGISLATURE - SECOND SESSION

BY THE SENATE TRANSPORTATION COMMITTEE

Offered:
Referred:

Sponsor(s): REPRESENTATIVES HANLEY, Finkelstein, Navarre

A BILL

FOR AN ACT ENTITLED

1 "An Act prohibiting the sale of certain studded tires or the sale of certain studs
2 to be installed in tires; and providing for an effective date."

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

4 * Section 1. AS 28.35.155 is amended by adding a new subsection to read:

5 (c) A person may not sell a studded tire or sell a stud for installation in a tire
6 if the sale is conducted as a part of the person's business and the stud being sold or
7 a stud used in the studded tire has a (1) weight greater than (A) 1.3 grams if the stud
8 is sold for use or is used with a tire that has a tire rim diameter smaller than 17
9 inches; or (B) 2.0 grams if the stud is sold for use or is used with a tire that has a tire
10 rim diameter equal to or greater than 17 inches; or (2) hardness greater than 64 on the
11 Rockwell C scale of hardness in any part of the stud being sold or used. In this
12 subsection, "business" has the meaning given in AS 43.70.110.

13 * Sec. 2. This Act takes effect July 1, 1996.

HB

330

STATE OF ALASKA

WALTER J. HICKEL, GOVERNOR

DEPT. OF ENVIRONMENTAL CONSERVATION

OFFICE OF THE COMMISSIONER

410 Willoughby Avenue, Suite 105

Juneau, AK 99801-1795

Phone: (907) 465-5050

Fax: (907) 465-5070

April 1, 1994

The Honorable Joe Green
Alaska State Legislature
Capitol, Room 114
Juneau, Alaska 99801

Dear Representative Green,

This letter underscores the Department of Environmental Conservation's support for a variety of efforts underway to expand the use of natural gas fueled vehicles in the state. This cheaper, cleaner fuel has great potential to clean our air, reduce spills, reduce costs of electric power generation outside the railbelt, and increase state revenues as much gas is shut in while there is a market for petroleum based fuel elsewhere.

A previous position paper published by the department objected to some of the terms in the original HB 330. We have no objection now to the version which cleared the House.

In Anchorage, where natural gas is available, the air quality plan for attainment speaks to using compressed natural gas (CNG) as a CO reduction strategy. The Clean Air Act of 1990 requires nonattainment areas that have not reached their air pollution goals by 1995 to implement a CNG program for fleets. Now that the State Implementation Plan revision for Air Quality has been approved by the Lieutenant Governor, we are taking the steps necessary to allow federal CMAQ (Congestion Mitigation Air Quality) funds administered by DOT/PF to be used to support a natural gas fueling infrastructure for these fleets.

With best regards,

Sincerely,



John A. Sandor
Commissioner

MT/re (G:\COMM\GREEN.LTR)

cc: The Honorable Bert Sharp, Chairman, Senate Transportation Committee

HB 330

Bill/Resolution Floor Action

Current Status: (S) TRA

Jrn-Date	Jrn-Page	Action
01/03/94	2013	(H) PREFILE RELEASED
01/10/94	2013	(H) READ THE FIRST TIME - REFERRAL(S)
01/10/94	2013	(H) TRANSPORTATION, FINANCE
01/12/94	2042	(H) COSPONSOR(S): SANDERS
03/16/94	2827	(H) TRA RPT CS(TRA) NEW TITLE 5DP 1NR
03/16/94	2827	(H) DP: FOSTER, HUDSON, MULDER, MENARD, G.DAVIS
03/16/94	2827	(H) NR: VEZEY
03/16/94	2827	(H) -ZERO FISCAL NOTE (DOT) 3/16/94
03/23/94	2927	(H) FIN RPT CS(TRA) NEW TITLE 5DP 6NR
03/23/94	2928	(H) DP: MACLEAN, LARSON, MARTIN, HOFFMAN
03/23/94	2928	(H) DP: FOSTER
03/23/94	2928	(H) NR: HANLEY, PARNELL, GRUSSENDORF, BROWN
03/23/94	2928	(H) NR: THERRIAULT, NAVARRE
03/23/94	2928	(H) -PREVIOUS ZERO FISCAL NOTE (DOT) 3/16/94
03/28/94	3017	(H) RULES TO CALENDAR 3/28/94
03/28/94	3017	(H) READ THE SECOND TIME
03/28/94	3017	(H) TRA CS ADOPTED UNAN CONSENT
03/28/94	3018	(H) OBJECTION TO ADVANCEMENT MOTION
03/28/94	3018	(H) ADVANCED TO THIRD READING 3/29 CALENDAR
03/29/94	3059	(H) READ THE THIRD TIME CSHB 330(TRA)
03/29/94	3060	(H) PASSED Y36 N2 A2
03/29/94	3066	(H) NAVARRE NOTICE OF RECONSIDERATION
03/29/94	3066	(H) RECON TAKEN UP SAME DAY UNAN CONSENT
03/29/94	3067	(H) PASSED ON RECONSIDERATION Y37 N1 A2
03/29/94	3070	(H) TRANSMITTED TO (S)
03/30/94	3405	(S) READ THE FIRST TIME - REFERRAL(S)
03/30/94	3405	(S) TRA, L&C

NATURAL GAS

COMPANY ACTIVITIES

AGA REPORTS 700 CNG STATIONS IN THE UNITED STATES

The American Gas Association's (AGA) latest estimates are that about 30,000 natural gas vehicles are currently on the road in the United States. Between 8.6 and 12.5 million NGVs could be on the United States roads by 2010. Eight million NGVs would replace about 600,000 barrels of foreign oil per day. It will take about 1 trillion cubic feet of natural gas per year to fuel 8 to 10 million vehicles. The United States in all markets was expected to use about 20 trillion cubic feet of natural gas in 1993.

According to the AGA, more than 700 natural gas refueling stations currently operate in the United States—about half of them are accessible to the public. Oil companies involved in public refueling stations include Amoco, Chevron, Texaco, Unocal, FINA, Shell and Phillips 66.

Safety appears to be an added advantage of NGVs. A 1992 AGA survey of more than 8,000 fleet-based vehicles found that in 278.3 million miles, NGV injury rates per vehicle mile traveled were 37 percent lower than the rate for gasoline fleet vehicles, and 34 percent lower than the rate for the entire population of registered gasoline vehicles. Not a single death occurred in 278.3 million miles of NGV operation. The collision rate for NGVs was 31 percent lower than the rate for gasoline fleet vehicles, but 30 percent higher as compared with the national average for registered gasoline vehicles. Yet despite this higher collision rate for NGVs—almost all of which are fleet vehicles—the injury rates for NGVs were lower than those for gasoline vehicles.

AGA cites two reasons for this safety record: the structural integrity of the NGV fuel system and the fact that natural gas dissipates into the atmosphere because it is lighter than air.

Access: AGA, phone 703 841 8660

INDUSTRY ANALYSES

NATURAL GAS

AMOCO COMPARES ALTERNATIVE FUELS, FAVORS CNG

F. Chapel, of Amoco Oil Company, discussed alternative fuels at the International Centennial Management Conference and Exposition on Environmental, Health and Safety Issues in Fleet and Vehicle Maintenance and Refueling Operations. The conference was held in Reston, Virginia in September.

According to Chapel, CNG is the preferred alternative fuel.

Data from a California Air Resources Board study, (Table 1) indicate that CNG produces the lowest emission levels in nearly every category versus the competitor fuels.

CNG has a high octane rating, and other than in the first seconds of acceleration from a dead stop, its performance is virtually indistinguishable from gasoline, including miles per gallon performance, says Chapel.

CNG vehicles show reduced engine wear, combustion deposits, and maintenance costs compared with the other fuels.

The operating characteristics reportedly are also superior. CNG starts well at cold temperatures; it causes no vapor lock; the high octane rating prevents knock; and it drives well in either warm or cold temperatures.

CNG is also safe, according to Chapel. Its fuel/air ignition ratio minimizes the potential for explosion. The storage tanks and related hardware are built to extremely rigorous standards. Should the CNG be released into the air, it would dissipate quickly.

In addition, CNG is neither toxic nor corrosive.

Natural gas for vehicles is typically priced 20 to 40 percent below the price of gasoline at the retail level. CNG also performs well because it is naturally about 130 octane and it yields essentially the same or better miles per gallon versus gasoline.

TABLE 1
EMISSIONS CHARACTERISTICS
OF ALTERNATIVE FUELS
(Grams/Mile)

	Ozone-Producing		CQ	NO
	Exhaustive	Evaporative		
Gasoline	0.35	0.04	1.4	0.66
Methanol (M85)	0.25	0.09	1.0	0.45
Ethanol (E85)	1.02	0.05	1.8	0.61
Propane	0.20	0	1.4	0.27
Natural Gas	0.19	0	0.1	0.44

LNG shows similar operating characteristics to CNG. However, the -260°F temperature requires special handling.

Chapel notes that current technology makes it difficult for electric vehicles to compete in the alternative fuels market due to their limited power and range. Batteries also represent a potential hazardous waste disposal problem.

CNG Infrastructure

Fueling facilities are needed to provide CNG users with fuel, but adequate numbers of vehicles are required to justify the investment. A CNG compression station and dispenser typically cost \$200,000 to \$300,000 per site.

Key customer concerns are that the pumps be similar to gasoline dispensers; that CNG fueling should approximate the speed of a gasoline purchase; that payment options should include those commonly accepted—cash, major credit cards, government fleet cards—that refueling be available at any time; and that the product be sold in equivalent gallons.

FIGURE 1

OPERATING CHARACTERISTICS OF ALTERNATIVE FUELS

	Natural Gas	Methanol	Ethanol	Propane
Cold Weather Starts	○	●	●	●
Vapor Lock	○	●	●	⊙
Anti-Knock Problem	○	○	○	○
Convenience of Refueling	●	●	●	●
Cold Engine Driveability	○	●	●	●
Warm Engine Driveability	○	●	⊙	⊙

⊙ = Same as Gasoline

● = Worse than Gasoline

○ = Better than Gasoline

SOURCE: CHAPEL

companies; retail fuels marketers; and conversion technology centers. According to Chapel, a working partnership between industry and government will play a pivotal role in the expanded use of CNG.

Access: *The International Centennial Management Conference, Reston, Virginia, September 1993*

Alaska State Legislature

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DISTRICT 10



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VICE CHAIR, LABOR & COMMERCIAL
COMMITTEE
JUDICIARY COMMITTEE
RESOURCES COMMITTEE
INTERNATIONAL TRADE & TOURISM
COMMITTEE
ECONOMIC TASK FORCE

Representative Joe Green

Sponsor Statement

CSHB 330 (Tra)

Use of Natural Gas as a motor fuel in state vehicles

Natural gas is being used as a vehicle fuel in several states and provinces across the continent. Yet, while supplies of natural gas are abundant, we in Alaska appear to be waiting for an answer to the question "who goes first, the public sector or the private sector"?

Private sector fleet managers have expressed interest in utilizing natural gas, which offers a number of advantages. The state already uses natural gas in a few of its "around-town" cars. The barrier to more widespread use is refueling. Presently, the range of natural gas vehicles (NGV's) is limited, and there are few refueling stations.

HB 330 answers the question "who goes first" by allowing the public and private sectors to go forward together. HB 330 allows DOT to "participate in joint ventures with public or private partners" in an effort to solve the refueling dilemma. With the development of a refueling infrastructure, both private and public sector fleet managers could utilize natural gas.

HB 330 is a first step in the effort to utilize natural gas as a motor vehicle fuel in Alaska.

Alaska State Legislature

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DISTRICT 10



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RESOURCES COMMITTEE
INTERNATIONAL TRADE & TOURISM
COMMITTEE
ECONOMIC TASK FORCE

Representative Joe Green

TO: Senator Bert Sharp, Chairman
Senate Transportation Committee

FR: Representative Joe Green 

RE: HB330

DATE: March 31, 1994

This is to request a hearing on HB330 "An act relating to the use of natural gas as a motor fuel in state-owned vehicles and to the Department of Transportation and Public Facilities' authority to participate in joint ventures related to natural gas", which has been referred to your committee.

HB330 passed the House on a vote of 37-1, has a zero fiscal note and is supported by both DEC and DOT.

I have attached a sponsor statement, zero fiscal note, and summary of House action.

Thank you for your consideration of my request.



Alaska Environmental Lobby, Inc.

P.O. Box 22151 Juneau, Alaska 99802

Phone: 907-463-3366

Fax: 907-463-3312

CSHB 330: Fuel State Auto Fleet with Natural Gas

CSHB 330 instructs the Alaska DOT to "convert or purchase vehicles to utilize natural gas whenever practicable" and to participate in joint ventures to "foster the availability of natural gas for all automotive fuel consumers." Natural gas is a cleaner burning and more abundant fuel than petroleum based fuels such as gasoline and diesel.

The Alaska Environmental Lobby supports CSHB 330. This legislation :

***Fosters improved air quality for Alaskans by promoting cleaner burning natural gas over gasoline and diesel.**

***Promotes a more acceptable alternative to oxy-fuel additives to meet federal vehicle emissions standards, given doubts about the appropriateness of oxy-fuels in the northern climate.**

***Reduces maintenance costs on state run vehicles. Cleaner burning natural gas produces less wear and tear on engines.**

***Conserves natural resources by diverting consumption from less abundant petroleum to more abundant and more widely dispersed natural gas.**

***Encourages the public conversion to cleaner, possibly more efficient, more abundant natural gas by facilitating the availability of the fuel to consumers. In combination with similar initiatives by the federal government, the state provides important leadership in creating markets for natural gas. This would provide an important precedent for encouraging emerging technologies, such as hydrogen fuel.**

The Alaska Environmental Lobby acknowledges natural gas as an important bridge fuel pending advancement of cleaner technologies such as fuel cells, hydrogen, and electric vehicle power, and improved overall energy efficiency of the economy. Though no panacea, natural gas technologies already are well developed and can accommodate a gradual addition of hydrogen fuel, the next step toward cleaner fuels. In this context, HB 330 is a significant interim step toward improving the quality of life for Alaskans, conserving natural resources, and developing a sustainable energy policy.

Art Koeninger
4/5/94

FIRST COMMITTEE OF REFERRAL

frul

DATE: 3/30/94

FURTHER: LABOR & COMMERCE

DATE TURNED INTO OFFICE: 4-5-94

The TRANSP Committee considered CS FOR HOUSE BILL NO. 330(TRA)

"An Act relating to the use of natural gas as a motor vehicle fuel in state-owned vehicles and to the Department of Transportation and Public Facilities' authority to participate in joint ventures related to natural gas."

and recommends:

[] replace with _____ CS _____ ()

[] attaches amendment(s)

[] adopts _____ Letter of Intent

[] further referral to the _____

[] do pass

[] do not pass

[] no recommendation

individual recommendations

FISCAL NOTE INFORMATION

Department	Date	Zero	Fiscal
<i>prev. House DOT - PF</i>	<i>3/11/94</i>	<input checked="" type="checkbox"/>	

Department	Date	Zero	Fiscal

[] Appropriation No Fiscal Note

[] Governor's Bill with Previous Fiscal Notes (enter information above)

DO PASS:

ROD E. MO...
Tom Kelly

OTHER RECOMMENDATIONS:

[Signature]
Chair: Signature and Recommendation *DO PASS*

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THE LEGISLATURE

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907-465-3800

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

Mary Van Nimwegen

HIB 330

FISCAL NOTE

Revision Date: Department Affected: DOT&PF
 Title: Fuel State Auto Fleet with Natural Gas BRU: STW Administrative Services
 Sponsor: Green, Sanders Component: State Equipment Fleet
 Requestor: Component Serial Number: #539

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY95	FY96	FY97	FY98	FY99	FY00
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTUAL	0	0	0	0	0	0
SUPPLIES	0	0	0	0	0	0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
TOTAL OPERATING:	0	0	0	0	0	0

CAPITAL — INFRASTRUCTURE	0	0	0	0	0	0
CAPITAL — CONVERSION	0	0	0	0	0	0

REVENUE FUND SOURCE	0	0	0	0	0	0
---------------------	---	---	---	---	---	---

FUNDING: (Thousands of Dollars)

1002 FEDERAL RECEIPTS	0	0	0	0	0	0
1003 GF MATCH	0	0	0	0	0	0
1004 GF	0	0	0	0	0	0
1005 GF/PROGRAM RECEIPTS	0	0	0	0	0	0
1006 GF/MHTIA	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
TOTAL FUNDING:	0	0	0	0	0	0

POSITIONS

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

Estimate of current year (FY94) impact: \$0

ANALYSIS: (Attach a separate page if necessary)

This Committee Substitute allows natural gas to proceed as an automotive fuel on its merits. DOT&PF believes there is a growing appreciation for the fuel's advantages and expect it will rapidly enter the market in the coming years. Recent changes in DEC's State Air Plan will enable the use of federal funds targeted to air quality to be used for refueling infrastructure and vehicle modifications.

Prepared by: Jeffrey C. Ottesen

Phone: 243-7671

Division: Engineering & Operations Standards

Date: March 11, 1994

Approved by Commissioner: *B.A. Campbell*

Phone: 465-3901

Agency: Department of Transportation and Public Facilities

Date: March 11, 1994

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HB

407

STATE COMMITTEE REPORT

DATE: 3/24/94

FURTHER: Finance

DATE TURNED INTO OFFICE: 4-5-94

Transportation Committee considered HOUSE BILL NO. 407

"An Act relating to issuance of commemorative gold rush motor vehicle license plates."

and recommends:

- replace with _____ CS _____ ()
- or adopt previous _____ CS _____ ()
- attaches amendment(s)

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

adopts _____ Letter of Intent

further referral to the _____

do pass

do not pass

no recommendation

individual recommendations

NEW FISCAL NOTES

Department	Date	Zero	Fiscal

PREVIOUS FISCAL NOTES

Department	Date	Zero	Fiscal
PUB. SAFETY	3/15/94	X	15.4

House

Appropriation No Fiscal Note

DO PASS:

Tim Kelly
~~_____~~
~~_____~~
~~_____~~
~~_____~~
~~_____~~

OTHER RECOMMENDATIONS:

Do Pass

 Chair: Signature and Recommendation

FISCAL NOTE

STATE OF ALASKA
1994 LEGISLATIVE SESSION

BILL NO: CSHB 407(FIN)

Revision Date: _____ Dept. Affected: Public Safety
 Title: An Act relating to issuance of commemorative BRU: Motor Vehicles
gold rush...vehicle license plates. Component: Field Services
 Sponsor: Rep. Foster
 Requestor: H. FIN COMPONENT SERIAL NO. 502

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

OPERATING	FY 95	FY 96	FY 97	FY 98	FY 99	FY 00
PERSONAL SERVICES	5.4	0	0	0	0	0
TRAVEL						
CONTRACTUAL	10.0	0	0	0	0	0
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	15.4	0	0	0	0	0
CAPITAL EXPENDITURES						
CHANGE IN REVENUES (1005) REVENUE CODE	30.0	0	0	0	0	0

FUNDING: (THOUSANDS OF DOLLARS)

1002 FEDERAL RECEIPTS						
1003 GF MATCH						
1004 GF						
1005 GF/PROGRAM RECEIPTS	15.4	0	0	0	0	0
1006 GF/MHTIA						
OTHER						
TOTAL	15.4	0	0	0	0	0

ESTIMATE OF CURRENT YEAR (FY 94) IMPACT: \$ _____

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: (ATTACH A SEPARATE PAGE IF NECESSARY.)

PERSONAL SERVICES COSTS ARE ASSOCIATED WITH 200 HOURS OF OVERTIME FOR DMV REPRESENTATIVES.
 CONTRACTUAL COSTS ARE ASSOCIATED WITH THE DESIGN, ORDERING AND PURCHASE OF 1000 SPECIAL REQUEST LICENSE PLATES.

PREPARED BY: JUANITA M. HENSLEY PHONE: 465-2650
 DIVISION: MOTOR VEHICLES DATE: 03/15/94
 APPROVED BY COMMISSIONER: *[Signature]* DATE: 03/15/94
 AGENCY: RICHARD L. BURTON, DEPT. OF PUBLIC SAFETY

PREPARER TO PROVIDE ALL DISTRIBUTION COPIES TO GOVERNOR'S LEGISLATIVE OFFICE
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SPONSOR'S STATEMENT

HB 407 would provide for the issuance of special request gold rush commemorative motor vehicle plates. The Gold Rush Centennial celebration and commemoration committee in Nome is interested in having a special commemorative plate for the centennial. They contacted the Department of Motor Vehicles and were informed that special legislation was necessary before commemorative plates can be authorized. Copies of the correspondence are enclosed for committee members' information. Other persons have expressed interest after the legislation was introduced as HB 407.

I know that there is often opposition to special motor vehicle license plates. Centennial celebration license plates have proved to be quite popular in other states. The gold rush is a significant bench mark in Alaskan history. It marks the beginning of development in the interior of Alaska and brought the territory to the attention of the rest of the United States.



CITY OF NOME

Incorporated April 9, 1901

Nome '98 Committee
P.O. Box 281
Nome, Alaska 99762
Telephone (907) 443-5242
Fax (907) 443-5349

November 2, 1993

Representative Richard Foster
Alaska State Legislature
State Capitol Building
Juneau, Alaska 99801-1132

Hi Richard:

As part of the Gold Rush Centennial celebration and commemoration I had written to Jay Dulaney, Director of Motor Vehicles Division regarding the issuance of a license plate for the years including 1998 which would be special in design as the enclosed letter indicates.

He called me mid-October to inform me license plates took legislative action and authority and advised I should contact you and/or Al to make our wishes known and to seek your assistance in accomplishing this task.

I personally like the gold seeker in gold, on a dark blue State of Alaska background with a white (or light blue) plate. The DMV could offer the "plain-Jane" plates as we now know them (blue and gold numbers and letters) and additionally could offer these commemorative license plates at a higher fee, thus raising additional monies to be either transferred to the Centennial Task Force or to be used by the DMV.

Let me know what you think, and thanks for your help.

Your friend,


Cussy



CITY OF NOME

Incorporated April 9, 1901

September 10, 1993

P.O. Box 231

Nome, Alaska 99762

Telephone (907) 443-5242

Fax (907) 443-5549

State of Alaska
Department of Motor Vehicles
5700 E. Tudor Road
Anchorage, Alaska 99507

Attn: Mr. Jay Dulany
Director of Motor Vehicles

Dear Sir:

Perhaps you have heard of the Gold Rush Centennial Task Force which has been organizing in various communities and on a state wide level in an effort to celebrate and commemorate the discovery of gold in Alaska.

The Nome contingent of the Centennial Task Force would like to suggest the DMV design a license plate for Alaskans for these coming years of either the gold seeker, perhaps a gold pan crossed with a pick and shovel, perhaps the seal of the City of Nome as you see on our letterhead, or even the Pioneers of Alaska great insignia of the crossed snowshoes!

Some communities gold rush activities are planned earlier than 1998 to coincide with their gold discoveries, so the sooner you hand our suggestions to your plate designer or artist the better!

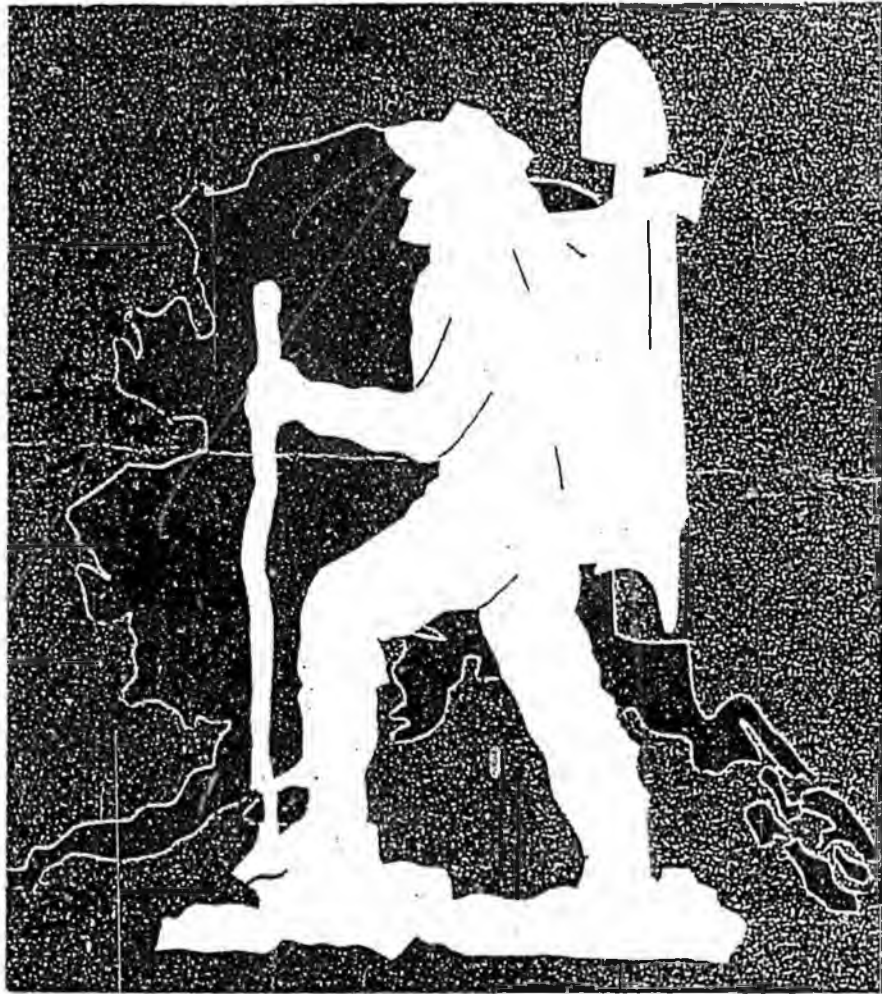
I can be reached during the day at 443-5242 to offer help or suggestions.

Remember.... NOME!,... the place to be in '98!

Sincerely,


Cussy Reardon

enc Seeker design
 Pioneers of Alaska design





RECORDS CERTIFICATION



I, the undersigned, an employee of the State of Alaska, do hereby certify that the microfilm images on this microform are accurate reproductions of the original records of the State of Alaska as accumulated during the regular course of business, and that it is the established policy and practice of this State to microfilm its records and to dispose of the original records after microfilm reproductions have been made.


Signature of Camera Operator

11/6/97
Date

HJR

25

WESTERN PIONEER, INC.

4601 SHILSHOLE AVE. N.W.
P.O. BOX 70438, SEATTLE, WA 98107
PHONE 206-789-1930
FAX 206-789-1717
800-426-6783

February 23, 1993

Representative Carl Moses
Room 204, State Capitol
Juneau, Alaska 99801-1182

Dear Representative Moses,

We read with interest your House Joint Resolution 25 regarding the proposed Coast Guard regulation for fish tender vessels engaged in the Aleutian trade. As a fish tender operator, we at Western Pioneer share your concern about the impact such regulations will have on the level of service and the freight rates to Aleutian and Alaska Peninsula communities.

The series of proposed regulations from the U.S. Coast Guard will require major structural changes to all Western Pioneer, Coastal and Sunmar vessels. These proposed new regulations were required under the Aleutian Trade Act of 1990, which specifically concluded that no expensive retrofitting of vessels be required. Unfortunately, the Coast Guard did not receive the message and the proposed regulations would effectively put 75% of the existing "mosquito fleet" out of service.

All of the Western Alaska seafood companies and coastal communities would be effected by this change in regulation. By a reduced shipping capacity during the refit and increased rates to pay for the modifications. Shipping option would be severely limited as a result of these proposed regulations.

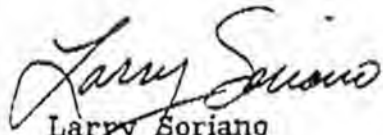
Most of these new regulations are done in the name of "safety," an sensitive area in our industry about which we are all concerned. We are all for enhanced safety, and our track record in this particular area is extremely positive. The proposed Coast Guard regulations, for the most part, have little to do with safety. Instead the proposed regulations call for vessel modifications well in excess of those in the industry for existing fishing vessels.

The public comment period for these proposed regulations is over February 28th. Thus far, only a handful of comments regarding these proposed regulations have been received by the Coast Guard from the fishing industry and the coastal Alaska communities. This is probably because people are not aware of the issues at stake, but given the tremendous effect the new regulations will have on the fishing and seafood industries, along with the coastal communities, your resolution is of critical importance.

Representative Moses
Aleutian Trade Act
February 19, 1993

Attached is some background material on the proposed regulations for anyone who may have questions about the issue or some of the background on the Aleutian Trade Act. If there are questions, please do not hesitate to call us. These regulations are important to not only Western Pioneer, Coastal and Sunmar, but the whole fishing and seafood processing industry and the coastal communities we serve. Your resolution will let the Coast Guard know the sentiments of the good people you represent. We here genuinely appreciate your efforts.

Sincerely,



Larry Soriano
Vice President
Western Pioneer, Inc.

Alaska State Legislature

Representative Carl E. Moses



CHAIRMAN
HOUSE RULES COMMITTEE

CHAIRMAN
HOUSE SPECIAL FISHERIES COMMITTEE

MEMBER
FINANCE SUBCOMMITTEES
FISH AND GAME
PUBLIC SAFETY

SESSION:
CAPITOL BUILDING, ROOM 204
JUNEAU, ALASKA 99801-1182
PHONE: (907) 485-4451
FAX: (907) 485-3445

INTERIM:
P.O. BOX 109
UNALASKA, ALASKA 99685
PHONE: (907) 581-1234
FAX: (907) 581-2875

MEMORANDUM

TO: Senator Bert Sharp, Chair
Senate Transportation Committee

FROM: Representative Carl Moses, Chair 
House Rules Committee

DATE: February 25, 1993

RE: Request for scheduling HJR 25

HJR 25 passed the House today and is being transmitted on an expedited basis to your committee. I would respectfully request that it be heard at the earliest possible date.

Residents of the Aleutian Islands have historically relied on domestic fish tender vessels to provide freighter services for general and fisheries cargo. These vessels have provided reliable service to small remote communities along the Aleutian chain on a year-round basis. However, the United States Coast Guard's proposed vessel safety regulations would require extensive alterations so costly that the Coast Guard itself predicts that 75% of the current fleet will be forced out of service. The additional costs due to retrofitting the remaining vessels would be passed directly to the fishing industry and communities of the Aleutian chain.

This resolution expresses the support of the Alaska State Legislature for the continued existence of the small "mosquito" fleet of fish tender vessels in the Aleutian Islands chain.

Although the deadline for public comments is February 28, 1993, I have been assured that any resolution from the Legislature will be included in the public record if it is received shortly after the deadline. For that reason, I ask your assistance in scheduling this resolution for a hearing in your committee on Tuesday, March 2, if at all possible. Thank you for your consideration of this request.

WESTERN PIONEER, INC.

4601 SHILSHOLE AVE. N.W.
P.O. BOX 70438, SEATTLE, WA 98107
PHONE 206-789-1930
FAX 206-789-1717
800-426-6783

PROPOSED COAST GUARD REGULATIONS WOULD DRAMATICALLY DECREASE EXISTING FREIGHT SERVICE TO THE ALEUTIAN ISLANDS WHILE SUBSTANTIALLY INCREASING ITS COST

The Coast Guard recently proposed regulations (CGD 88-079a) to implement the Aleutian Trade Act of 1990 (P.L. 101-595) (the "ATA") which, if adopted, would require the fish tender fleet of Coastal Transportation, Sunmar Shipping and Western Pioneer, Inc. (the "Aleutian Trade Vessels") to substantially retrofit their existing vessels - notwithstanding an explicit Congressional directive prohibiting such vessel alterations - in a manner so costly that the Coast Guard itself predicts that 75% of the current fleet will be forced out of service. The additional costs due to retrofitting of the remaining vessels, as well as the increased costs inherent in the reduction of competition among carriers, would be passed directly to the fishing industry and communities of the Aleutian Chain.

1. Congress Has Historically Recognized the Unique Transportation Needs of the Fishing Industry and the Aleutian Islands.

For decades fish tender vessels have filled a unique transportation void by producing freight service to the fishing industry and to remote communities dependent on that industry throughout Alaska. Since the late 1960s Congress has expressly recognized these unique needs in a series of enactments authorizing uninspected fish tender vessels to carry fisheries and other cargoes in service to these communities. The Aleutian Trade Vessels have filled these needs with consistent, economical, reliable and safe service to Western Alaska. The large common carriers that have more recently begun service to Dutch Harbor are not prepared to provide, and have not provided, local service directly to the more remote communities and fishing operations now served by the Aleutian Trade Vessels.

2. The Aleutian Trade Act Balanced the Competing Objectives of Continuing Service to Remote Areas in Alaska and Enhancing Vessel Safety Standards.

In 1989, these large common carriers opposed the continuation of the special authority permitting Aleutian Trade Vessels to serve these communities. In an effort to eliminate their competition, these large carriers argued for retrofits of the existing Aleutian Trade Vessels of such magnitude and cost that many vessels would necessarily

be put out of service. Recognizing that these vessels were the lifeline of many Alaskan communities, Congress fashioned a compromise with the enactment of the ATA that (1) continued without interruption the general cargo/fisheries supply service available only from the Aleutian Trade Vessels while at the same time (2) upgrading the safety and manning requirements for these vessels. In the words of Congressman Don Young (R-AK):

This legislation has been agreed to by all participants in the Aleutian trade...[it] represents a compromise necessary to provide greater safety to vessels in the trade, while ensuring that remote communities in Alaska do not lose their cargo service. (emphasis added)

136 Cong. Rec. H13364 (daily ed. Oct. 27, 1990).

Throughout the negotiations leading up to enactment of the ATA, there was a clear recognition that the retrofiting necessary to achieve the new vessel safety standards could not be so substantial as to render the modifications uneconomic because that would frustrate the ATA's parallel objective of continuing the existing Aleutian service. As finally enacted, the statutory authority for the new requirements contains an express prohibition against the adoption of regulations that require alterations to vessels constructed before the effective date of those regulations. 46 U.S.C. § 4502(e)(2). Participants in the Aleutian Trade would not have agreed to this legislation without this safeguard; otherwise 3 out of 4 vessels would be forced out, resulting in the loss of service to remote areas.

3. The Coast Guard Rule Making Ignores this Congressional Balance by Proposing Cost Prohibitive Retrofitting Which Would Estimate 75% of the Existing Aleutian Trade Vessels While Increasing the Cost of Service of the Remaining Vessels.

While acknowledging the existence of the express Congressional directive against requiring vessel alterations, the Coast Guard nonetheless has proposed an interpretation strongly advocated by the large carriers that would require the existing Aleutian Trade Vessels to comply with regulations designed to apply to new construction and vessels undergoing major conversions. The companies involved in the Aleutian Trade strongly dispute this interpretation.

By the Coast Guard's own admission, these requirements are so stringent that "only five [of the 20 existing fish tender vessels] are expected to remain in the Aleutian Trade." U.S. Coast Guard Draft Regulatory Evaluation (CGD 88-079a) at page 17. The proposed application of these new construction and equipment regulations to the existing vessels would in some cases exceed those required for fully inspected large carriers. For

example, the proposed regulations would require significant and unnecessary alterations such as removal and replacement of all fuel oil service and transfer piping with seamless pipe (proposed rule 46 C.F.R. § 28.335). The use of seamless pipe can be readily accommodated in building a new vessel, but it is unreasonable and exceedingly costly to require perfectly good piping to be ripped out of an existing vessel for the sole purpose of replacing it with the seamless pipe.

Even for those few remaining Aleutian Trade Vessels, the new equipment and construction requirements will cause them to be taken out of service for months while alterations are made. The retrofitting costs will necessarily be passed on to consumers. As competition is reduced, rates are likely to increase particularly with the domination of the Dutch Harbor trade by a single large carrier.

The Aleutian Trade Vessels have provided efficient and reliable service to Western Alaska and have done so with an excellent safety record. The Coast Guard acknowledges there is no evidence "concerning casualties or fatalities on...fish tender vessels operating in the Aleutian Trade." Draft Regulatory Evaluation at page 38. The vessels' owners have already met new manning and safety requirements mandated by the ATA. They are fully prepared to meet additional safety requirements provided only that they are not required to undertake cost prohibitive retrofitting that will frustrate the Congressional purpose of continuing uninterrupted service to the Aleutian Islands.

CONTACT THE COAST GUARD NOW

If you are concerned about increased costs for transportation services to Western Alaska, the reduction of competition, undue reliance on a single large carrier and the complete loss of service to locations other than Dutch Harbor, you should contact the Coast Guard immediately.

The Coast Guard should be told of the importance of the existing service to your business and community and the impact if such service were lost or became significantly more expensive. The Coast Guard should also be urged to follow the Congressional directive in 46 U.S.C. § 4501(e)(2) against requiring vessel alterations to existing fish tender vessels constructed before the effective date of the regulations.

Comments should reference "Implementation of the Aleutian Trade Act (CGD 88-79a)". You may call Coast Guard's toll-free number at 1-800-282-8724 or preferably send written comments to the following address for arrival no later than February 28, 1993:

Executive Secretary
Marine Safety Council (G-LRA-2/3406)

U.S. Coast Guard Headquarters
2100 Second Street S.W.
Washington, D.C. 20593-0001

Copies should also be sent to your Congressional delegation including all of the following:

Senator Ted Stevens
522 Senate Hart Office Bldg.
Washington, D.C. 20510
Fax (202) 224-1044

Senator Slade Gorton
730 Senate Hart Office Bldg.
Washington, D.C. 20510
Fax (202) 224-9393

Senator Frank Murkowski
709 Senate Hart Office Bldg.
Washington, D.C. 20510
Fax (202) 224-5301

Senator Patty Murray
B-34 Dirksen Senate Office Bldg.
Washington, D.C. 20510
Fax (202) 224-0238

Congressman Don Young
2331 Rayburn House Office Bldg.
Washington, D.C. 20515
Fax (202) 225-0425

Congresswoman Jolene Unsoeld
1508 Longworth House Office Bldg.
Washington, D.C. 20515
Fax (202) 225-9095

na.doc/jmk



COASTAL TRANSPORTATION, INC.

4025 - 13th Avenue West

Seattle, Washington 98119

PROPOSED COAST GUARD REGULATIONS WOULD SUBSTANTIALLY INCREASE
THE COST OF EXISTING FREIGHT SERVICE TO THE ALEUTIAN ISLANDS
AND WOULD RISK REDUCTION AND POSSIBLE LOSS OF SUCH SERVICE

The Coast Guard recently proposed regulations (CGD 88-079a) to implement the Aleutian Trade Act of 1990 (P.L. 101-595) (the "ATA") which, if adopted, would require the fish tender fleet of Coastal Transportation, Sunmar Shipping and Western Pioneer (the "Aleutian Trade Vessels") to substantially retrofit their existing vessels--notwithstanding an explicit Congressional directive prohibiting such vessel alterations--in a manner so costly that the Coast Guard itself predicts that 75% of the current fleet will be forced out of service. The additional costs due to retrofitting of the remaining vessels, as well as the increased costs inherent in the reduction of competition among carriers, would be passed directly to the fishing industry and communities of the Aleutian chain.

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The Coast Guard Rulemaking Ignores This Congressional Balance by Proposing Cost-Prohibitive Retrofitting Which Would Eliminate 75% of the Existing Aleutian Trade Vessels While Increasing the Cost of Service of the Remaining Vessels.

While acknowledging the existence of the express Congressional directive against requiring vessel alterations, the Coast Guard nonetheless has proposed an interpretation strongly advocated by the large carriers that would require the existing Aleutian Trade Vessels to comply with regulations designed to apply to new construction and to vessels undergoing major conversions. The companies involved in the Aleutian trade strongly dispute this interpretation.

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retrofitting that will frustrate the Congressional purpose of continuing uninterrupted service to the Aleutian Islands.

WRITE THE COAST GUARD NOW

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The Coast Guard should be told of the importance of the existing service to your business and community and the impact if such service were lost or became significantly more expensive. The Coast Guard should also be urged to follow the Congressional directive in 46 U.S.C. § 4502(e)(2) against requiring alterations to existing vessels constructed before the effective date of the regulations.

Comments should reference "Implementation of the Aleutian Trade Act (CGD 88-079a)." You may call the Coast Guard's toll-free number, (800) 282-8724 or, preferably, send written comments to the following address for arrival no later than February 28, 1993:

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Congressman Don Young
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FAX: (202) 225-0425

Congresswoman Jolene Unsoeld
1508 Longworth House Office Bldg.
Washington, D.C. 20515
FAX: (202) 225-9095

Alaska State Legislature

Representative Carl E. Moses



CHAIRMAN
HOUSE RULES COMMITTEE

CHAIRMAN
HOUSE SPECIAL FISHERIES COMMITTEE

MEMBER
FINANCE SUBCOMMITTEES
FISH AND GAME
PUBLIC SAFETY

SESSION:
CAPITOL BUILDING, ROOM 204
JUNEAU, ALASKA 99801-1182
PHONE: (907) 485-4451
FAX: (907) 485-3445

INTERIM:
P.O. BOX 109
UNALASKA, ALASKA 99585
PHONE: (907) 581-1234
FAX: (907) 581-2875

SPONSOR STATEMENT for HJR 25

Implementation of the Aleutian Trade Act of 1990

Residents of the Aleutian Islands have historically relied on domestic fish tender vessels to provide freighter services for general and fisheries cargo. These vessels, and in particular, those operated by Coastal Transportation, Sunmar Shipping, and Western Pioneer, have provided reliable service to small remote communities along the Aleutian chain on a year-round basis. Unlike foreign freighters, they are regulated, and are willing to take low volume cargo to and from the smaller ports. They have a proven safety record, and have met new manning and safety requirements.

However, the United States Coast Guard is now obligated to implement two new pieces of national legislation - the Aleutian Trade Act of 1990 and the Commercial Fishing Industry Vessel Safety Act of 1988. In the Aleutian Trade Act, Congress fashioned a compromise so that the traditional tender supply service would not be interrupted, yet safety requirements would be upgraded. One provision of the legislation specifically prohibits the adoption of regulations that require alterations to vessels constructed before the effective date of those regulations. However, the Coast Guard's proposed vessel safety regulations ignore that provision, and would require extensive alterations so costly that the Coast Guard itself predicts that 75% of the current fleet will be forced out of service. The additional costs due to retrofitting the remaining vessels would be passed directly to the fishing industry and communities of the Aleutian chain.

This resolution expresses the support of the Alaska State Legislature for the continued existence of the small "mosquito" fleet of fish tender vessels in the Aleutian Islands chain. Although the deadline for public comments is February 28, 1993, I have been assured that any resolution from the Legislature will be included in the public record. I ask your support for this resolution.

HJR

28

WALTER J. HICKEL
GOVERNOR



P O Box 110001
Juneau, Alaska 99811-0001
(907) 465-3500

STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

December 10, 1992

Mr. Laurence H. Irving
President
Kantishna Group, Inc.
P.O. Box 71047
Fairbanks, AK 99707

Dear Mr. Irving:

Thank you for the briefing on your proposal to build a light rail service from Lignite into Kantishna.

I am very aware of the need to expand services in the area of the Denali National Park. We have turned away approximately half a million visitors a year who have indicated that they would spend time and dollars if there were facilities and transportation in the park. Our tourism marketing efforts have maximized our capacity in the summer season and have expanded into the "shoulder" seasons. The international interest in viewing the Northern Lights will provide even greater demand.

We consider your project a significant economic development opportunity for the Denali region. It will affect local communities in a positive way, providing construction jobs and long-term, year-round employment.

Dr. Glenn Olds, Commissioner of Natural Resources, has advised me that processing of your application for a conditional right-of-way over state land is expected to be completed in January. I also hope we can help you with the challenge of access into Denali Park.

I regard your project as one of the private sector initiatives which will help us meet our goal of increased visitor opportunities within the state. Please keep me informed of any issues and milestones as this project proceeds.

With best regards.

Sincerely,

A handwritten signature in cursive script that reads "Walter J. Hickel".

Walter J. Hickel
Governor

Kantishna Group Incorporated

Post Office Box 71047, Fairbanks, Alaska 99707

Tel: 907-451-7906 Fax: 970-451-6494

January 23, 1993

Rep. Tom Brice
State Capitol Building
Juneau, Alaska 99801

Dear Rep. Brice:

Thank you for taking interest in our Kantishna Railroad project. As you are aware, in the last session of the Alaska Legislature the Senate passed a resolution (SJR 44) supporting increased access into Denali National Park.

The House passed a similar Resolution (HJR 83) through several committees only to have it die in the Rules Committee at sessions end.

Over the past year the subject of access into the Park has continued to be the subject of much debate. Last year the question was whether it would be road or rail access along the alignment of the old "Stampede Trail". The State DOT&PF applied for Federal Highway monies for this alignment and was informed that it would need the agreement of Federal sister agencies (the NPS) to gain approval.

As we understand it, this agreement was not given and the alignment was changed to a "Parks Highway - McGrath access with a spur to Kantishna" project. I suggest that if you have questions on this that you contact Mr. Steven C. Sisk, P.E., Director, Design & Construction, Northern Region (907)451-2214 , 2301 Peger Road, Fairbanks, Alaska 99709-5316.

On the other hand, the Kantishna Railroad project is moving ahead. We have been working with State DNR and are negotiating a recognizance permit for the first thirty mile of our alignment. We have talked with the NPS and have been informed that this project could be acceptable under certain circumstances. The specific circumstances are not entirely clear at present, however, the basic understanding we have is that the Railroad / Utility Corridor we want from the NPS must meet the criteria of being "public Access to Kantishna.

Our railroad would certainly be that. As a public carrier it would meet the criteria and in fact it would provide year around access that the existing road does not. The Kantishna Railroad project is proposed to built from private funds. A new dirt road of two lanes would cost the State US\$100-125 million and have a annual maintenance cost at today's cost of US\$ 2,500.00 per lane mile (\$5,000.00 for two) not to mention the cost of security, etc.

Page 2. KGI - Rep. Brice 230193

I have addressed the Denali Borough Assembly and Mayor and have asked for their passage of a Resolution supporting the creation of a Railroad / Utility Corridor. I include a copy of the draft of that Resolution for your perusal.

It may also be that the Railroad / Utility Corridor should be included in the law governing the pipelines, AS. 38.05. This will take more review.

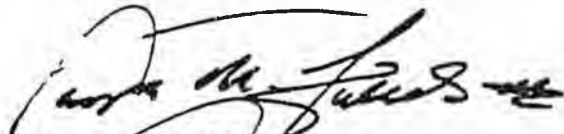
We have the strong support of the Dept. of Commerce & Economic Development under Comm. Paul Fuhs, The Dept. of Natural Resources under Dr. Olds and of course the Governor. We feel it is time to move this project forward. To do so, I would be very grateful if you would consider organizing the creation of a Resolution specifically directed at the creation of a Railroad / Utility Corridor within Denali National Park.

The Kantishna Railroad is an environmentally sound and responsible method for expanding the tourism infrastructure in Alaska. It does not conflict with any of the existing tour operators in our view. As an economic development project, it meets the criteria of the new President in sustaining economic growth and is not of a resource extractive project. Tourism is one of the largest producers of foreign exchange, perhaps effecting the national balance of trade more directly than any other form of enterprise.

If you or any other members of the House or Senate need additional information please call me at any time.

With best wishes for a successful session, I am.

Sincerely yours.



Joseph N. Fields III, Dir.

Incl: Gov's. ltr, maps, Denali Borough Draft Resolution.

Alaska State Legislature

SENATOR
BERT SHARP

DISTRICT P

CHAIRMAN
TRANSPORTATION COMMITTEE

MEMBER
FINANCE COMMITTEE
LEGISLATIVE BUDGET & AUDIT COMMITTEE
HEALTH & SOCIAL SERVICES



Senate

FAIRBANKS

DENALI BANK BUILDING
119 N. CUSHMAN, SUITE 201
FAIRBANKS, ALASKA 99701
(907) 452-7885/7886

SESSION ADDRESS

STATE CAPITOL, ROOM 514
JUNEAU, ALASKA 99801-1182
(907) 465-3004/4921

January 25, 1993

Mr. Laurence H. Irving , President
Kantishna Group, Inc.
P.O. Box 71047
Fairbanks, AK 99707


Dear Mr. Irving:

I am writing to express my support for your company's plan to build a rail service from Healy to Kantishna.

Mt. McKinley National Park is recognized as one of the world's most popular tourist attractions. I am pleased that your plan to build a rail service from Healy to Kantishna will open up the Northern and Western areas adjacent to the Park. The existing saturation problem in the southern McKinley area presents a serious bottleneck to future growth. A top quality rail facility will offer tourists much better viewing opportunities as well as avoidance of increased congestion on the present Park road system. The concept of a rail/utility corridor limited to these uses will promote a higher quality viewing experience well into the future.

If there is anything I can do to assist you with this plan, please don't hesitate to contact me.

Sincerely,


Senator Bert Sharp

BS/mjw



REPRESENTING
GOLDEN HEART
OF ALASKA

Kantishna Group Incorporated

Post Office Box 71047, Fairbanks, Alaska 99707

Tel: 907-451-7906 Fax: 970-451-6494

February 6, 1993

Rep. Foster, Chairman,
House Standing Committee on Transportation
State Capitol Building, Juneau, Alaska 99801
Tel: 907-465-4858 Fax: 907-465-3242

Dear Rep. Foster:

On Friday, I spoke with your Aide and requested a letter of support for the Kantishna Railroad® (KRR) project with which you are familiar. I was assured of your support.

Attached please find a copy of a letter from Sen. Bert Sharp of the Senate Transportation Committee. Sen. Sharp's letter speaks of the concept of a Public Access Rail / Utility Corridor into Denali National Park. It is the creation of such a Corridor that will allow for the construction of the Kantishna Railroad® project. We hope to have your support for the creation of such a corridor.

Two elements of the project which Sen. Sharp may not be aware of is its compliance with the Americans with Disabilities Act (ADA) and its low environmental impact.

Many in the touring public are denied access to facilities and experiences in the Park due to non-compliance with ADA. The KRR will have walk-on and roll-on loading capabilities. Our passenger coaches will be double decked with lifts to give access to upper decks for disabled or wheelchair bound passengers.

Other innovations will include the use of foam toilets and composting systems reducing fresh water use and eliminating unnecessary pollution risk of the rail corridor. Recycling systems will be in use from the onset to avoid adverse impact from solid waste. These elements of the project are to make the project more available to the touring public while reducing its impact on the environment.

In closing, thank you for your interest and support of the Kantishna Railroad® project. Your continued support will be appreciated. If you have any further questions call me at anytime.

With best regards I am,



Joseph N. Fields III, Dir.
Kantishna Group Inc.

Attachment: Letter; Sen. Sharp /cover

Alaska House of Representatives

Richard Foster
P.O. Box 1630
Nome, Alaska 99762-1630
907-443-5036

State Capitol
Juneau, Alaska 99801-1182
907-465-3789
Fax 907-465-3242



Chairperson
Transportation Committee

Military and Veterans
Affairs Committee

Member,
Finance Committee

Majority Whip

Eighteenth Legislature

Joseph N. Fields III, Dir.
Kantishna Group Inc.
P.O. Box 71047
Fairbanks, AK 99707

February 11, 1993

Dear Mr. Fields:

I am happy to add my support for the group's planned initiation of rail service from Healy to Kantishna.

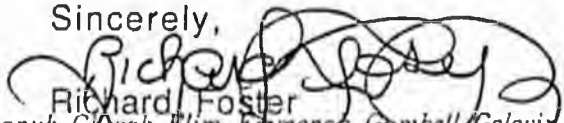
Such a service would avoid additional pressure on the road system within Mt. McKinley National Park and open additional areas that would help relieve some of the congestion which currently limits services and viewing access.

I would hope that all parties, including the National Park Service, recognize Mt. McKinley as a National Treasure to be shared with all Americans and with other Citizens of the World Community. Rail Service is an excellent way to provide added barrier free access for the handicapped. It is their Park too.

I applaud your efforts not only because they add access for the disabled but because they also provide for increased access for all persons while still addressing environmental concerns.

If I can be of further assistance please contact me.

Sincerely,


Richard Foster

Alakanuk, Anchorage, Elm, Erimonok, Gambell, Golovin, Hooper Bay, Kotlik, Koyuk, Marshall, Mekoryuk, Mountain Village, Newton, Nightmute, Nome, Pilot Station, Pitka's Point, Russian Mission, St. Mary's, St. Michael, Savoonga, Scammon Bay, Shaktoolik, Sheldon Point, Stebbins, Toksook Bay, Tununak, Unalakleet, White Mountain

Staff: Elizabeth Walters, Jeannie Smith, Dr. Larry LaBalle

Alaska Wilderness Recreation and Tourism Association

Board of Directors

Nancy Lethcoe
President
Alaskan Wilderness
Sailing Safaris

Carol Kasza
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Arctic Treks

Karla Hart
Secretary
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Fishing & Flying

Erak Williamson
Erak's Wilderness
Float Trips

Honorable Richard Foster
Chairman House Transportation Committee
State Capitol, Juneau,
AK 99801-1182

March 2, 1993

Dear Representative

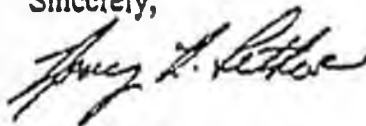
The Alaska Wilderness Recreation and Tourism Association promotes the recognition and protection of Alaska's recreation and tourism resources and works for ecologically responsible recreation and tourism use of Alaska's natural resources. We have over 300 members statewide of which 180 are in the tourism business.

The Board of Directors has met and discussed House Joint Resolution No. 28. I have been instructed to write to you expressing our opposition to this resolution. Our members disagree with the statement that there is a lack of facilities at Kantishna. The current facilities have promoted a quality wilderness experience for tourists to Alaska for decades and will continue to do so. Therefore, the Alaska Wilderness Recreation and Tourism Association opposes developing routes to Kantishna through some of Mt. McKinley's most spectacular wilderness area, opposes the development of a Kantishna visitor activity area, and opposes the establishment and development of a rail utility corridor into Kantishna by private corporations. Development of these routes would reduce the opportunities for quality wilderness experiences.

Our business members make their living by marketing Alaska's wilderness and other natural resources. When companies make an investment, they expect continued access to the product they market. The proposed development would deprive them of the product they have developed and marketed by changing a wilderness area into a developed area.

We respectfully request that the Transportation Committee oppose House Joint Resolution No. 28.

Sincerely,



Nancy R. Lethcoe



TELECOPY COVER SHEET

Fairbanks Legislative Information Office

Office - (907) 452-4448

Fax - (907) 458-3348

TO: John Lio FAX: _____ PHONE: _____

FROM: Fluk Lio PHONE: _____

INSTRUCTIONS: Written testimony for HIRA tele -
3-9-92 @ 1700 Please forward to Crute. Chair
Rep. Foster - 465-4858

RECEIVED: Date _____ Time _____

SENT: Date 3-9-93 Time _____

DISPOSAL OF ORIGINAL: Discard _____ Held for Pickup _____

NUMBER OF PAGES: 4 (Not counting cover sheet)

SENT BY: Fliuk

Kantishna Group Incorporated

Post Office Box 71047, Fairbanks, Alaska 99707

Tel: 907-456-7906 Fax: 970-451-6494

March 9, 1993

Honorable Richard Foster, Chairman
House Transportation Committee
State Capitol Building
Juneau, Alaska 99801- 1182

Dear Mr. Foster:

We wish to thank the members of the House Transportation Committee for their good work on behalf of all Alaskans and especially for their consideration of HJR 28.

I want to start today by quoting Chapter 1 of Title 16 of Federal law which establishes the National Park Service. " The Service ... shall promote and regulate the use of Federal areas known as...national parks, monuments and reservations... by such means and measures as to conform to the fundamental purpose of said parks, monuments and reservations, **which purpose is to conserve the scenery and the natural and historic objects and wild life therein and to provide for the enjoyment of the same in a manner and by such a means as will leave them unimpaired for the enjoyment of future generations. "**

The Kantishna Group Incorporated (KGI) has proposed the construction of a tourism railroad from Lignite to Kantishna, Alaska. The project would include the construction of terminal facilities at both ends of the railroad and would be financed privately.

Problems:

When Denali National Park was expanded in the 1980's and Denali became a Park and Preserve and a Wilderness Area. Inholders maintained their rights of access for themselves and their guests. The original Park became Wilderness, with the exception of the existing park road which bisects it and land around Wonder Lake. If effect, there are two Wilderness Areas. Because the road was built to access the Park interior by the NPS and not to handle thousands of busses each season it is said to have reached its "carrying capacity".

To correct this problem some have suggested creating a second road, but as visitor volume grows, so does the potential for damage a road might do to the Park eco-systems. The 1965 Federal law on Park concessions states; "***Congress hereby finds the preservation of park values requires such public accommodations, facilities and services as have to be provided in those areas should be provided under carefully controlled safeguards against unregulated and indiscriminate use, so that heavy visitation not unduly impair these values...***". A second road would be clearly in conflict with this statement. The Kantishna Railroad would provide the controlled and discriminating access and distinctly different tourism activities necessary for the Park service to support this significant change in the 75 year operation of Denali National Park.

Alaska, is a popular destination, it is safe, accessible, quick to reach by air or sea, has no terrorism, English is spoken and no currency conversion are required. Alaska has spent a great deal of money on marketing and now sees the visitor / tourism industry as the third largest sector of its private economy with a growth rate of 4% to 7%.

Mitigating adverse impact of traffic on Park road: A rail / utility corridor along the northern routing suggested by KGI, will provide discriminating and controlled public access to Kantishna. This will allow the NPS to exercise controls on the Park road and reduce the impact on the adjacent wilderness area.

It would be foolhardy to conclude that visitor volumes or tourism will decrease over the next thirty years. It is irresponsible for tourism in Alaska to be constrained by a lack of infrastructure or to be discounted as a major factor in Alaska's economy. The Kantishna Railroad will eliminate the "choke" point and provide high quality low impact access into the Park. The Kantishna Historic Visitor District will re-focus tours for viewing Mt. McKinley, historic preservation, conservation education, outdoor recreation and wildlife.

Zoning: The Kantishna Historic Tourism Zone (KHTZ) could provide a mechanism for zoning privately held land in the Kantishna region. It could be organized as a special zoning district of the Denali Borough or as a Port Authority of the Borough. Agreements could be made between the Borough and the NPS, as in other states for the Park Service to enforce policies established by the Borough. Clearly, the Kantishna region is a special place where assessments of the historic places and objects should be made and historic preservation and authentic restoration should be undertaken.

Kantishna Historic Tourism Zone:

KGI has suggested the creation of a Kantishna Historic Tourism Zone (KHTZ). The purpose of this zone would be to create an area in which tourism facilities could be developed under strict zoning. Several thousand acres of land in Kantishna is privately owned, some in patented mining claims with more in application for Patent. Tourism operations currently exist in Kantishna and others are being planned. The KHTZ could be a manifestation of the concept of "Zones of Confluence" where the statutory mandate to the National Park Service to deliver the Parks to the people while protecting them could be accomplished. This concept is similar to the Primary Tourism Zone suggested by AVA studies. The KHTZ could produce revenues in the form of user fees, tariffs, rents, taxes etc., offsetting its cost of operation.

The KHTZ would provide the private property inholders in the Park with the ability to utilize their holdings for tourism activities while at the same time eliminating the need for the NPS to continue the already implemented, very costly program of buying them out. We have been advised that the National Park Service has some zoning powers.

The Denali Borough could create a special or enterprise zone or even a Port Authority in the Kantishna area to be used to control important developmental factors such as:

- A. Architectural standards.
- B. Solid waste.
- C. Trails and activities on them.
- D. Quality and safety of area developments.
- E. Historic Preservation, including the authentic restoration of the Kantishna townsite and perhaps the historic Stampede Mine.

Location and Route: The Kantishna Railroad(KRR) is proposed as an environmentally sound and sensible mass transit system creating access to the Park interior along a northern route. Approximately 90 miles in length, **no portion of the railroad will pass through the wilderness portion of Denali.** It will be designed for tourism with enough freight capacity to service Park Service, inholders and the railroad operations in the Kantishna area.

True Access To The Park:

Each passenger coach will have two decks with full handicapped access, perhaps including a lift for upper deck wheelchair access. Terminals will be equipped for walk-on and roll-on passenger loading. Compliance with the provisions of the Americans with Disabilities Act (A.D.A.) will bring many benefits to our operation. We feel Eco-Tourism is not just for the physically fit. The majority of our Alaskan visitors feel a very close relationship to the land even though they may not be physically able to hike over it.

Environmental Conservation and Recycling:

The control of sewage and solid waste will be accomplished through the use of low water, foam operated toilets coupled to composting systems manufactured in Alaska. This process will dramatically reduce the use of water and reduce potentially hazardous sanitary problems. Solid waste control will be through a vigorous and up-to-date recycling program and use of the proposed regional facility at Nenana, now being planned.

Power Systems:

The system is proposed as an electric traction (powered) railroad similar to nearly all the train systems in Europe. These systems facilitate communication and power transmission, but until all question relating to this concept are cleared, we must also consider diesel-electric. Our current plans call for the use of standard gauge rails and couplings to facilitate an intertie with the Alaska Railroad. We have discussed with the A.R.R., the utilization of A.R R.'s maintenance facilities to reduce costs.

Now I would like to comment on the letters which have been sent in opposition to the passage of HJR 28.

While the Alaska Wilderness Recreation and Tourism Assoc. and Alaska Wildland Adventures do represent a portion of the touring public, that portion is only a small part of the tourism industry in Alaska.

They appear to represent only those in the economic class that can afford the specialized trips they provide.

One calls the north route we propose 1. "lowland, bog areas that would be uninteresting to potential visitors." and the other opposes 2. "developing routes through some of Mt. McKinley's most spectacular wilderness areas. They go on to oppose development by private corporations, yet they say 3. "When companies make an investment, they expect continued access to the product they market. The proposed development would deprive them of the product they have developed and marketed by changing a wilderness area into a developed area."

1. The route proposed is beautiful Alaskan interior viewing which will provide longer and better viewing of the Mt. McKinley.
2. The route proposed does not touch Wilderness Area land.
3. The "product" is Denali National Park. "They" did not create it. It belongs to the public and must be accessible, even to those who are disabled and in their later years or who have marginal budgets.

The sum of the objections is "I've got mine and I want no competition"

We urge you to pass HJR 28. It is essential to the expansion of tourism infrastructure in Alaska.

With best regards I am,

Sincerely yours,

Joseph N. Fields III, Dir.
Kantishna Group Inc.

RECEIVED 12 1993

My name is Teri Camery. I am a resident of Fairbanks from Representative Davies district. I am testifying to voice my opposition against House Joint Resolution 28 and the construction of the Stampede Route through Denali National Park from Healy to Kantishna.

I know Denali Park very well from countless visits and backpacking trips over the past few years. I have also exhaustively researched controversies in this park, and did my thesis on the impact of RS2477 in Alaska.

I am opposed to a new road through the park for many reasons:

1) Economic

The Stampede Route is impassable during the summer months and passes over a glacial river bed. It also disappears in a number of places.

Under 1986 estimates the cost of the road would be \$85 million to \$125 million. Even if the federal funding pays for the construction of the road, doubtful at these huge prices, the state will still have to cover maintenance costs which may be tremendous, especially when building a road over a glacial riverbed and large acres of wetlands. Where will the state come up with this money?

The state made a one-time \$450,000 investment in a minimal upgrade of the Stampede Road beyond Eight-mile Lake in the early 1960s which quickly deteriorated and never resulted in any significant public travel.

In addition, as I understand it, the park's major concessioner (ARA), larger tour companies, and smaller inholder operations oppose ~~both~~ a northern access route. If they don't believe there is an economic benefit it is hard to believe that there is one for the state.

Residents of Healy and other neighboring communities are also generally opposed to the road.

2) The View

Mount McKinley viewing is superior on the south side of the Alaska Range. Wildlife and mountain views on the north side are significantly less dramatic compared to the existing route.

3) The Meaning and Purpose of Denali

Adding a new road will permanently change the character of the park and harm the priceless qualities people come there to see in the first place. A new road puts at risk the up-close viewing of animals that draws people to Denali.

Obviously the impacts of new road are not confined to the borders of the pavement. The impacts on wildlife and habitat are virtually undeniable. The Park Service has a mission to preserve Denali for future generations. The State has no right to interfere with that mission.

Regardless of RS2477 and private landholdings in Kantishna, the State does not have the right to damage land in the federal trust for its own financial gain. Under the current federal administration, the state would be foolish to tamper with Denali. A lawsuit would be imminent.

Finally, I have a copy of the Denali Access Task Force Report from the National Park Service which has much useful information. I would be happy to send copies to interested representatives.

Thank you for this opportunity to comment.

Teri Camery
1816 Musk Ox Trail
Fairbanks, AK 99708

Representative Tom Brice

ALASKA STATE LEGISLATURE

119 N. Cushman, Ste. 205
Fairbanks, AK 99701
907-456-7423
While in Juneau
State Capitol
Juneau, AK 99801-1182
907-465-3466

MEMORANDUM

TO: Senator Bert Sharp
Chairman, Senate Transportation Committee

FROM: Representative Tom Brice *TB*

DATE: March 16, 1993

SUBJECT: Hearing for HJR 28

I would appreciate your scheduling a hearing for HJR 28, A Resolution supporting increased access near Mt. McKinley through establishment of a visitor area at Kantishna, at your earliest convenience.

The existing transportation system and facilities at Denali National Park are operating at capacity. At this level of service, as Senator Frank Murkowski stated in his address to the joint session, we are turning away 400,000 visitors a year who want to see Mt. McKinley. With this level of demand, I believe it appropriate to support private sector development of an environmentally sound transportation system into the park. HJR 28 provides that support.

Please include the attached supporting material in the bill file. Thank you.





Alaska Environmental Lobby, Inc.

P.O. Box 22151 Juneau, Alaska 99802

907-463-3366

THE ALASKA ENVIRONMENTAL LOBBY OPPOSES HOUSE JOINT RESOLUTION NO. 28

The Alaska Environmental Lobby opposes House Joint Resolution No. 28., a resolution calling for another transportation corridor and more development in Denali National Park's Kantishna area.

The Denali Access Task Force, in its November 1991 report, found that the level of business activity, new business starts, visitation and mining did not justify additional access. The same report concluded a "new road is not justifiable for park purposes, wildlife, economics or visitor services." The National Park Service has been buying private inholdings in Kantishna, and is opposed to new commercial construction in this fragile wilderness location. Cooperation of the Federal Government in further developing the Kantishna area is questionable. Another transportation corridor, especially a road with a large influx of visitors, will damage the unique remoteness that attracts tourists now.

During these times of severe state and federal budget cuts, the cost of a potential corridor cannot be justified economically. HJR 28 urges the Governor and executive branch to be aggressive in their resolve to enhance the Mt. McKinley experience by developing new environmentally sound access routes into Kantishna. Is there federal transportation money and the required 10% General Fund match available for such a project? If a road is built, is there General Fund money available for continued maintenance and operations? DOT/PF has cut its maintenance and operations budget over the past few years. Everyone is aware of our current crisis in properly maintaining existing roads. HJR 28 also suggests that the private sector could build a rail utility corridor into Kantishna. Road construction estimates were over \$80 million in 1992 and a rail corridor would be even more expensive. How can private industry do this without public money? These issues must be seriously considered prior to approving HJR 28.

The State should focus on improving existing tourist facilities in Denali State Park and other tourist destination sites throughout the State.

HJR 28 has the potential to be expensive and to seriously damage Denali National Park's Kantishna area as a tourist attraction. HJR 28 should be rejected.





March 8, 1993

TESTIMONY SUBMITTED "FOR THE RECORD" ON HJR NO. 28

Honorable Richard Foster
Chairman House Transportation Committee
State Capitol
Juneau, Alaska 99801-1182

Dear Representative Foster,

Alaska Wildland Adventures provides small-group natural history tours from the Kenai Peninsula to Denali National Park. Last summer we had over 70 individual departures and we serviced over 900 participants in our seven to twelve day trips. We are part of a growing trend in travel, now sometimes labeled "Ecotourism". We have several serious concerns with House Joint Resolution No. 28.

DISPLACING EXISTING AND QUALITY BUSINESS ESTABLISHMENTS IN THE KANTISHNA REGION. Over the last few years, the Kantishna area has emerged as a center of Small Group Natural History Tourism serving trip participants who want an active and educational vacation experience. Camp Denali, North Face Lodge, Kantishna Roadhouse, and Denali Backcountry Lodge (formerly Denali Mountain Lodge) are examples of established operations that collectively serve thousands of visitors in an environmentally responsible and highly educational and participatory manner each summer season. Economically, these businesses are important: for example, Alaska Wildland Adventures alone spends over \$350,000 in contracted services in this area each summer. In addition, these businesses have spent millions of dollars to construct facilities custom designed to provide the participatory and informative lodge experiences that their guests want and travel throughout the world to find. We believe that supporting increased access to this area as outlined in House Joint Resolution No. 28 would displace and negatively impact the businesses that are currently in the area.

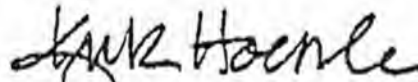
WE DO NOT BELIEVE THE KANTISHNA REGION IS THE ANSWER TO INCREASING ACCESS TO DENALI NATIONAL PARK. By existing park road or by new access, the journey to Kantishna does not appear to be suitable to the general interest traveler nor the cruise/bus tour traveler. ARA, the concessionaire at Denali National Park, has

noted a shift in use patterns from their six hour tour to their much shorter two hour tour of the park. There is no evidence that visitors in numbers of enough magnitude would travel the much longer route in order to justify the expense financially and environmentally. The proposed access route north of the park includes a lot of lowland, bog areas that would be uninteresting to potential visitors.

INCREASED ACCESS TO KANTISHNA THAT LEADS TO MORE EXTENSIVE USE OF THE PARK ROAD WOULD DESTROY THE WILDERNESS QUALITY AND WILDLIFE VIEWING THAT IS UNIQUE TO DENALI NATIONAL PARK. If in the end we destroy what it is that makes the area so coveted, what have we accomplished? Mass tourism access to the Kantishna area would certainly be a threat to the wilderness qualities that make Denali National Park such a desirable destination for visitors. In so doing, it would degrade the experience of all visitors and it would degrade the businesses that are currently operating successfully in the area.

Because of the above reasons, we hereby urge the Transportation Committee oppose House Joint Resolution No. 28.

Respectfully,



Kirk Hoessle
President



P.O. Box 78, Denali Park, Alaska 99755

To the Senate Transportation Committee Members:

Denali Citizen's Council is an all volunteer organization started in 1974 to act as a watchdog over Denali National Park. We are not connected with the National Park Service, but serve as a vocal group of citizens who detect and publicize problems concerning Denali National Park.

Denali Citizen's Council strongly opposes HJR 28. A northern route into Kantishna (sometimes linked with the Healy to McGrath road) would not be good for Denali National Park visitors, the wildlife, or state tourism. Everytime this idea has been studied, it has been soundly rejected.

*****Studies recommend AGAINST Kantishna development *****

The question of overcrowding in the Park has been studied for years by the Park Service. In February 1992 the National Park Service released the Denali Access Task Force Report, where the second road was the most prominent issue and recommended that a new road into the Kantishna area of Denali National Park is not justified. The task force supported development on the southside of Denali and in other parks. (press release enclosed)

The Kantishna Resource Management Plan for Denali released in July of 1990 states that the Park Service should acquire all inholdings in the Kantishna Hills under a phased acquisition plan. That "NPS is particularly concerned by commercial development that would cause a major shift in focus of the park experience away from a nature preserve where wildlife viewing along the Denali park road corridor is a primary resource, to a hub for access to commercial recreational facilities.

"If the Kantishna area were to continue to develop unchecked, the increase of traffic to that area is inevitable. Without restrictions on the level of traffic, wildlife viewings would continue to drop. As exemplified by the advertisements of the businesses in the local area, the major attraction is the wildlife viewing in Denali. If that were no longer available, all local businesses would lose revenue, including any facilities that had been developed in Kantishna."

The Park Service is committed to buying privately held parcels in Kantishna to protect valuable wildlife habitat and prevent further development. The mining claim acquisition program currently has a budget of 98 million, including \$3 million appropriated for fiscal 1993. (Boyd Sponaugle, NPS Realty Specialist, 257-2534)

***** Southside Denali is the answer *****

The Denali National Park General Management Plan discusses southside development as a practical alternative for increased visitor use. "The escalating demands on Denali's resources,

coupled with the need to provide a visitor experience equal to the resources, is the the single most critical problem facing park managers. The solution presented in this plan is to expand recreational opportunities on the south side of Denali.... additional demand cannot be accomodated in the existing park road corridor without a significant decline in the visible wildlife, but it can be accommodated if the south side is developed as an alternative destination for visitors. Together the north and south sides will offer a large range of visitor experiences geared to the full complement of Denali's outstanding natural resources. Developed in this way, the parks should be able to meet visitor demands for many years." (pg. 12. General Management Plan, 1986) There are currently plans for southside development, which is already on road and rail lines. Why would the State want a very expensive road into Kantishna federal land when there are options on state controlled land!!!!

***** Environmental Damage to Kantishna *****

"A northern access route through the park would have severe environmental impacts. The Stampede Trail crosses the denning areas of the Toklat and Savage wolf packs, the winter range of the Denali caribou herd, the major movement corridor along the Toklat River for both wolves and caribou, and many miles of pristine country. The benefits to visitors of having expanded services in the northern portion of the park would not justify the ecological damage." (page 32, General Management Plan, 1986)

***** NOT A ZERO FISCAL NOTE!! ***** HJR 28 proposes that the private sector will build a new road or railroad. The estimates from the Dept. of Transportation acknowledge the road would cost \$80-120 million! (Promoter Thomas Engineering of Fairbanks estimates a railroad at \$216 million) How can private industry do this without State money? They won't. Even though the State has not done a comprehensive study on the need for another road into Kantishna, DOT is spending \$200,000 of public money on preliminary engineering studies. The State of Alaska does not have right-of-way into Kantishna. The contested right-of-way assertions will cost thousands of dollars in litigation.

HJR 28 is based on erroneous information and faulty assumptions, and will HARM Denali National Park. HJR 28 is a time wasting diversion, trying to coerce the Park Service into overdevelopment instead of working on Denali State Park plans, where the state would have control and a real solution. Your vote against HJR 28 will wisely encourage development in other parts of the state, and not in Kantishna where we need it the least!

Sincerely,

Lenore Sappington

Lenore Sappington
Denali Citizen's Council

NEWS RELEASE

U.S. DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

FOR IMMEDIATE RELEASE
February 19, 1992

CONTACT: John Quinley
Public Affairs (907) 257-2696

DENALI TASK FORCE RECOMMENDS NO NEW ROAD

A task force of high-level National Park Service officials has found that with some improvements, the existing road in Denali National Park and Preserve is adequate and that a second road to Kantishna is not justified.

The question of a second road was the most prominent issue for the task force, which was appointed last year by James Ridenour, director of the National Park Service. The recommendation is contained in the task force's report to the director, which was released this week.

The recommendations are the opinion of task force members, and have not been endorsed by Ridenour or the Department of the Interior.

The task force was directed to examine how the park has balanced the protection of natural resources with increased public demand for access to the park interior, to consider the safety and adequacy of the existing park road, and to consider alternative access to Kantishna, the major collection of private inholdings in the park's interior.

Public comment, testimony from private industry and the state of Alaska, and research into the park's mandates were used to reach the conclusions. The recommendations are aimed at protecting wildlife and other park values, improving safety, increasing visitation, and making park visits easier for people.

-- MORE --



The task force supported completion of the development plans for the south side of Denali, plans which will evaluate sites for a visitor center, trails, and other facilities. The four draft concepts for development were outlined in a workbook made public February 14. Public comment will run through April 10, 1992.

The task force also supported the Alaska Region's facility development priorities for parks other than Denali. "Investing in other areas -- with visitor centers, trails, campgrounds and the necessary administrative facilities -- would bring Alaska far greater, and surer, benefits than would expanded facilities in the Kantishna area," the report concluded.

The members of the task force were John M. Morehead, associate director for operations, Washington, D.C. (since appointed Alaska regional director); Don Castleberry, regional director, NPS Midwest Region; Paul Haertel, associate regional director, Alaska Region; Bob Barbee, superintendent, Yellowstone National Park; Russell W. Berry, Jr., superintendent, Denali National Park and Preserve; Elmer Hernandez and Jim Straughan, transportation planners, NPS Denver Service Center.

-- NPS --

Feb. 1992

I. EXECUTIVE SUMMARY

As one of the premier wildlife viewing areas in the National Park System, Denali National Park and Preserve is properly considered a major visitor destination for people around the world. More than any other attraction, the mountains and wildlife of Denali define Alaska for thousands of visitors and for scores of companies marketing the Last Frontier.

Like national parks in the Lower 48, Denali has struggled to accommodate growing visitation and respect the rights of inholders while at the same time has fulfilled its mission to protect the wild life, natural processes, and scenery of the park for generations to come.

The focus of that struggle has been the 90-mile park road, a narrow ribbon reaching deep into a wilderness valley. The balance struck for the past 20 years -- limited private vehicle access, provision of free public transportation and encouragement of inholders to minimize their use of the park's only road -- has, for the most part, worked.

This task force was charged with examining that balance, to consider the safety and adequacy of the park road, and to consider alternative access to Kantishna, the major collection of inholdings in the park's interior.

After several public meetings and meetings with state, local and business organizations, the task force recognized there existed a broad range of opinion regarding the future of Denali National Park. Further, the task force realized that any compromise which maintains the balance of the Park Service's mission will necessarily leave some interest groups less than satisfied.

The task force makes the following six primary recommendations to the Director of the National Park Service:

1. There is no need for an additional gravel or paved road into the Kantishna area of Denali National Park and Preserve. A new road is not justifiable in terms of its effect on the park purposes or on wildlife. Neither is it justifiable with regard to economics or visitor services. The park's major concessioner, large tour companies and smaller inholder operations oppose both a northern access route and major changes to the character of the existing road.



TELECOPY COVER SHEET

Fairbanks Legislative Information Office

Office - (907) 452-4448

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SUMMER '92 & F/W/S '91-'92
COMBINED

<u>ENTRY MODE</u>	<u>ALL ARRIVALS</u>	<u>VISITORS ARRIVALS</u>
Domestic Air	1,172,159	565,343
International Air	32,240	24,532
Cruise Ship	211,970	212,000
Highway	208,546	108,719
Ferry	50,205	32,754
Other	<u>54,413</u>	<u>24,142</u>
TOTALS	1,729,533	968,090

ENTRY MODE ARRIVAL SUMMARY SUMMER 1992 (Jun-Sept '92)

<u>ENTRY MODE</u>	<u>ALL ARRIVALS</u>	<u>VISITORS ARRIVALS</u>
Domestic Air	579,893	361,803
International Air	16,264	14,000
Cruise Ship	188,270	188,300
Highway	154,595	91,800
Ferry	31,557	24,800
Other	<u>27,972</u>	<u>13,800</u>
TOTALS	998,551	694,600

F/W/S/ 1991-92 (Oct '91 - May '92)

Domestic Air	592,266	204,043
International Air	15,976	10,532
Cruise Ship	23,700	23,700
Highway	53,951	16,919
Ferry	18,648	7,954
Other	<u>26,441</u>	<u>10,542</u>
TOTALS	730,982	273,490
GRAND TOTALS	<u>1,729,533</u>	<u>968,090</u>

To: Joe Heiler Dept:	Co: Service Temp Phone # 456-8000 Fax # 456-1943
Fax # 451-6494	

Page 4.

Power Systems:

The system is proposed as an electric traction (powered) railroad similar to nearly all the train systems in Europe. These systems facilitate communication and power transmission, but until all question relating to this concept are cleared, we must also consider diesel-electric. Our current plans call for the use of standard gauge rails and couplings to facilitate an intertie with the Alaska Railroad. We have discussed with the Alaska Railroad the utilization of the A.R.R.'s maintenance facilities to reduce costs.

The majority of Alaskan tourism is on a large scale and is growing. This project will serve the interests of the large scale segment of the touring industry as well as, the self guided tourist will and "eco-tourist". The later represents only a small portion of the touring public and mostly those in the economic class that can afford the specialized trips.

The proposed route of the Kantishna Railroad provides beautiful Alaskan interior viewing and longer and better viewing of the Mt. Mckinley. The route proposed does not touch Wilderness Area land. The "product" the Kantishna Railroad will carry is Denali National Park, we did not create it, It belongs to the public and must be accessible, even to those who are disabled and in their later years or who have marginal budgets.

We urge you to pass HJR 28. It is essential to the expansion of tourism infrastructure in Alaska.

With best regards I am,

Sincerely yours,



Joseph N. Fields III, Dir.
Kantishna Group Inc.

Page 3.

Kantishna Historic Tourism Zone:

KGI has suggested the creation of a Kantishna Historic Tourism Zone (KHTZ). The purpose of this zone would be to create an area in which tourism facilities could be developed under strict zoning. Several thousand acres of land in Kantishna is privately owned, some in patented mining claims with more in application for Patent. Tourism operations currently exist in Kantishna and others are being planned. The KHTZ could be a manifestation of the concept of "Zones of Confluence" where the statutory mandate to the National Park Service to deliver the Parks to the people while protecting them could be accomplished. This concept is similar to the Primary Tourism Zone suggested by AVA studies. The KHTZ could produce revenues in the form of user fees, tariffs, rents, taxes etc., offsetting its cost of operation.

The KHTZ would provide the private property inholders in the Park with the ability to utilize their holdings for tourism activities while at the same time eliminating the need for the NPS to continue the already implemented, very costly program of buying them out. We have been advised that the National Park Service has some zoning powers.

The Denali Borough could create a special or enterprise zone or even a Port Authority in the Kantishna area to be used to control important developmental factors such as:

- A. Architectural standards. B. Solid waste.
- C. Trails and activities on them. D. Quality and safety of area developments.
- E. Historic Preservation, including the authentic restoration of the Kantishna townsite and perhaps the historic Stampede Mine.

Location and Route:

The Kantishna Railroad(KRR) is proposed as an environmentally sound and sensible mass transit system creating access to the Park interior along a northern route. Approximately 90 miles in length, **no portion of the railroad route will pass through the wilderness portion of Denali.** It will be designed for tourism with enough freight capacity to service Park Service, inholders and the railroad operations in the Kantishna area.

True Access To The Park :

Passenger coaches and terminals will have full handicapped access in compliance with the provisions of the Americans with Disabilities Act (A.D.A.) and will bring many benefits to our operation. We feel Eco-Tourism is not just for the physically fit. The majority of Alaskan visitors feel a very close relationship to the land even though they may not be physically able to hike over it.

Environmental Conservation and Recycling:

The control of sewage and solid waste will be accomplished through the use of low water, foam operated toilets coupled to composting systems. This process will dramatically reduce the use of water and reduce potentially hazardous sanitary problems. Solid waste control will be through a vigorous and up-to-date recycling program and use of the proposed regional facility at Nenana, now being planned.

Page 2.

To correct this problem it has been suggested a second road be created, but as visitor volume has grown, so has the potential for damage a road might do to the Park eco-systems.

The 1965 Federal law on Park concessions states; "*Congress hereby finds the preservation of park values requires such public accommodations, facilities and services as have to be provided in those areas should be provided under carefully controlled safeguards against unregulated and indiscriminate use, so that heavy visitation not unduly impair these values...*". A second road would be clearly in conflict with the intent of this statement.

Solution:

The Kantishna Group Incorporated has proposed the construction of a tourism railroad from Lignite to Kantishna, Alaska. The project would include the construction of terminal facilities at each end of the railroad and would be financed privately.

The Kantishna Railroad would provide the controlled and discriminating access and distinctly different tourism activities necessary for the Park service to support this significant change in the 75 year operation of Denali National Park.

Alaska, is a popular destination, it is safe, accessible, quick to reach by air or sea, has no terrorism, English is spoken and no currency conversion are required. Alaska has spent a great deal of money on marketing and now sees the visitor / tourism industry as the third largest sector of its private economy with a growth rate of 4% to 7%. Highway visitor volume rose by 20% in 1992.

Mitigating adverse impact of traffic on Park road:

A rail / utility corridor along the northern routing suggested by KGI, will provide discriminating and controlled public access to Kantishna. This will allow the NPS to exercise controls on the Park road and reduce the impact on the adjacent wilderness area. High traffic volume on the existing road causes an adverse impact on the wildlife in the wilderness area of Denali.

The Kantishna Railroad built on said rail utility corridor will eliminate the "choke" point and provide high quality low impact access into the Park. It will re-focus tours for viewing Mt. McKinley, historic preservation, conservation education, outdoor recreation and wildlife. It will eliminate the adverse impact on wildlife. It would be foolhardy to conclude that visitor volumes or tourism will decrease over the next thirty years. It is irresponsible for tourism to be constrained by a lack of infrastructure or to be discounted as a major factor in Alaska's economy.

Zoning:

A Kantishna Historic Tourism Zone (KHTZ) could provide a mechanism for zoning privately held land in the Kantishna region. It could be organized as a special zoning district of the Denali Borough or as a Port Authority of the Borough. Agreements could be made between the Borough and the NPS, as in other states for the Park Service to enforce policies established by the Borough. Clearly, the Kantishna region is a special place where assessments of the historic places and objects should be made and historic preservation and authentic restoration should be undertaken.

Kantishna Group Incorporated

Post Office Box 71047, Fairbanks, Alaska 99707

Tel: 907-456-7906 Fax: 970-451-6494

March 22, 1993

Senate Transportation Committee
Senator Bert Sharp, Chairman
Sen Phillips, Vice Chairman
Members: Sen. Kelly, Sen. Kertula, Sen. Lincoln.
State Capitol Building
Juneau, Alaska 99801- 1182

Dear Senator Sharp:

We wish to thank the members of the Senate Transportation Committee for their good work on behalf of Alaska and especially for their consideration of HJR 28.

Quoting Chapter 1 of Title 16 of Federal law which establishes the National Park Service. " The Service ... shall promote and regulate the use of Federal areas known as...national parks, monuments and reservations... by such means and measures as to conform to the fundamental purpose of said parks, monuments and reservations, *which purpose is to conserve the scenery and the natural and historic objects and wild life therein and to provide for the enjoyment of the same in a manner and by such a means as will leave them unimpaired for the enjoyment of future generations.* "

HJR28 urges the Governor and the executive branch to be aggressive in their resolve to enhance the Mt. McKinley experience by developing environmentally sound access into the Kantishna Area and the establishment of a Kantishna Visitor Activity Zone. It further resolves that appropriate State agencies work with the National Park Service and interested members of the public and private sectors to investigate establishing a rail utility corridor into Kantishna in which the private sector could construct and operate a transportation system and other facilities that would serve the public needs and, it further resolves that all levels of the government should pursue necessary studies, land acquisition processes and other necessary permits to accomplish the above stated goals.

Contrary to statements in opposition to this resolution, HJR 28 has no fiscal note and does not mention the construction of roads. It does however, present a logical concept which addresses the problems facing Denali National Park and the impact of those problems have on the growth of tourism in the State of Alaska.

We support HJR 28 and submit the following as background information supporting the creation of a rail utility corridor into Denali National Park:

Problems in Denali:

When Denali National Park was expanded in the 1980's and Denali became a Park and Preserve and a Wilderness Area. Inholders maintained their rights of access for themselves and their guests. The original Park became Wilderness, with the exception of the existing park road which bisects it. If effect, there are two Wilderness Areas. The road was built to access the Park interior by the NPS and not to handle thousands of busses each season it is said to have reached its "carrying capacity".

DENALI BOROUGH, ALASKA

RESOLUTION NO. 93-02A RESOLUTION ENDORSING THE CREATION OF A RAILROAD/UTILITY
CORRIDOR FOR DENALI NATIONAL PARK ACCESS.

WHEREAS, Denali National Park is the top visitor destination in Alaska, and

WHEREAS, Denali National Park is a critical element in the Alaska Visitor Industry throughout the State, and

WHEREAS, the current limits on access into Denali National Park restrict many visitors and residents from entering the Park that would like to, and

WHEREAS, lack of access to Denali creates a bottleneck in the visitor/tourism delivery system of Alaska, and

WHEREAS, no additional access to the interior of the Park is included in the South Denali Concept Plan now under consideration, and

WHEREAS, the National Park Service "Denali Task Force Report" released in 1992 did not provide for any immediate increase in the capacity on the current north entrance road, and

WHEREAS, the National Park Service "Denali Task Force Report" described the rail access concept as captivating, and

WHEREAS, Kantishna Group Inc. has proposed an environmentally sound, sensible, innovative, and unique tourism railroad between Healy and Kantishna to provide access to the growing numbers of Alaskan visitors, and

AND WHEREAS, the Denali Borough and the communities within it, will benefit from permanent jobs and other economic activity created by the building and operation of the Kantishna Group Inc.'s railroad;

NOW THEREFORE BE IT RESOLVED: that the Denali Borough Assembly and Mayor strongly supports the Kantishna Group Inc.'s plans to construct and operate a general purpose tourism railroad into Denali National Park.

FURTHER BE IT RESOLVED: that the Denali Borough Assembly and Mayor encourages the National Park Service at Denali National Park, the Regional and National levels, the State of Alaska, its Governor, Legislature and National Delegation, to give full support to the creation of a Railroad Utility Corridor as proposed by the Kantishna Group Inc. as an appropriate, environmentally sound and sensible means of access to the Park to better serve the people of the United States and the World.

PASSED and APPROVED by the DENALI BOROUGH ASSEMBLY this 14th day of February, 1993.

ATTEST:



A handwritten signature in black ink, appearing to be "R. B. B.", is written over a horizontal line. Below the line, the word "Mayor" is printed.

A handwritten signature in black ink, appearing to be "Kristina M. Shahan", is written over a horizontal line. Below the line, the words "Borough Clerk" are printed.



Department of Transportation
and Public Facilities

POSITION PAPER

BILL NO: HJR 28

APPROVED:

A handwritten signature in dark ink, appearing to read "J. J. ...".

TITLE: Support Kantishna Area
Tourism Development

DATE: March 3, 1993

DOT&PF supports improved access to the Kantishna Area. It would relieve the bottleneck that exists around the existing entrance to Denali National Park. That bottleneck has resulted in escalating land use, traffic, and tourism capacity problems. The fact that people travel to the state and are unsuccessful in adequately accessing Denali National Park, including Mt. McKinley, reflects poorly on the state's tourism industry rather than on the National Park Service.

Improved access to the Kantishna Area would allow expansion of the tourist industry by making quality Mt. McKinley viewing accessible to large numbers of people. Such use would be non-consumptive, would satisfy an existing demand (much of which is currently not satisfied), and would impact a small percentage of Denali National Park (much of which has previously been developed to support mining).

DOT&PF is proceeding with a location study for improved access to Kantishna. This resolution would offer substantial support to our effort. That would be valuable as we develop this project within Denali National Park. Rail is one of the alternative modes that will be considered. If, through the Federal-Aid location/environmental process, the NEPA process and the ANILCA Title XI process, it is identified as the preferred alternative, DOT&PF would advocate its development.

DOT&PF is opposed to selection of a preferred alternative until the location/environmental process has satisfactorily completed. Such a premature decision would jeopardize Federal-Aid funding (to the extent it would be applicable) and would jeopardize the process of securing necessary rights of way within Denali National Park.

For Further Information contact Katy McHugh at 465-3900.



Representative Tom Brice

ALASKA STATE LEGISLATURE

119 N. Cushman, Ste. 205
Fairbanks, AK 99701
907-456-7423
While in Juneau
State Capitol
Juneau, AK 99801-1182
907-465-3466

SPONSOR STATEMENT FOR HJR 28

Establishing rail access and a visitor area in Kantishna would help solve the problems of overcrowding and limited access that Denali National Park is now suffering. A rail corridor would provide for controlled public access, without the problems associated with road access, in an environmentally sound manner.

Rail access to Denali National Park adds visitor capacity and it creates a new way of experiencing the park. Private sector capital would be used for the construction and maintenance of a railroad using this access corridor. The jobs created would help to stabilize and diversify the Alaskan economy at a time when they will be needed to offset declining oil revenues.

Alaska's state government must take a philosophical turn. We must start encouraging and supporting the efforts of the private sector when they feel they can contribute to the economic well-being of the entire state. One such effort is outlined in HJR 28. This resolution is asking that the state be supportive of the private sector in its efforts to provide tourism opportunities to the visitors of Alaska. By looking into the possibility of establishing a rail utility corridor that could be leased from the state by the private sector as well establishing a visitor activity area in Kantishna, we can accomplish this.



FISCAL NOTE

STATE OF ALASKA
1993 LEGISLATIVE SESSION

BILL NO. HJR 28

Revision Date: Original
Title: Supporting increase Access near Mt. McKinley

Dept. Affected: Natural Resources
BRU: Resource Development
Component: Land Development

Sponsor: Representative Brice
Requestor: House Transportation Committee

COMPONENT SERIAL NO. 431

Expenditures/Revenues:

(Thousands of Dollars)

OPERATING	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	0	0	0

CAPITAL	0	0	0	0	0	0
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REVENUE FUND SOURCE:	N/A	N/A	N/A	N/A	N/A	N/A
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FUNDING:

(Thousands of Dollars)

1002 FEDERAL RECEIPTS						
1003 GF MATCH						
1004 GF						
1005 GF/PROG RECEIPTS						
1006 GF/MHTIA						
OTHER						
TOTAL	0	0	0	0	0	0

POSITIONS:

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

Estimate of current year (FY 93) Impact \$ None

ANALYSIS: (Attach a separate page if necessary.)
 There has long been an interest in providing a transportation route into the north side of Mt. McKinley. This resolution supports those efforts by having interested members of the public and private sectors work with appropriate state agencies and the National Park Service to accomplish that goal.

Prepared By: Ron Swanson
 Division: Land

Phone: 762-2692
 Date: March 4, 1993

Approved by Commissioner: Glenn A. Olds
 Agency: Natural Resources

Date: _____

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