

ALASKA LEGISLATURE COMMITTEE FILES 2007-2008 HTRA 12395



# 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 documents after microfilm reproductions have been made.

*Stan Howard*

Signature of Camera Operator

*6/11/2004*

Date

**LIST**

**OF**

**FILES**

2007-2008

HOUSE TRANSPORTATION COMMITTEE

LIST OF FILES (PAGE 1)

MICROFICHE #

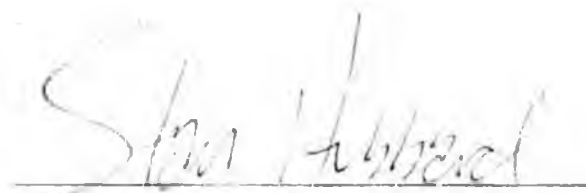
HB 8  
HB 80  
HB 102  
HB 106  
HB 126  
HB 164  
HB 168  
HB 185  
HB 283  
HB 294  
HB 314  
HB 322  
HB 372  
HB 415  
HJR 8  
HJR 18  
SB 49  
SB 78  
SB 130  
SB 139  
SB 158  
SB 216  
SJR 12

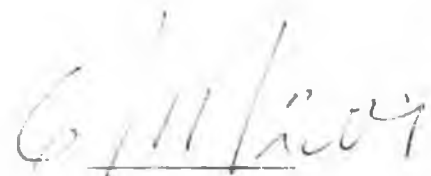


# RECORDS CERTIFICATION



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 documents after microfilm reproductions have been made.

  
Signature of Camera Operator

  
Date

**HB**

**8**



# Alaska State Legislature

## Session:

State Capitol, Room 118  
Juneau, Alaska 99801-1182  
Ph: (907) 465-3004  
Fax: (907) 465-2070  
Toll Free: (877) 465-3004



## Interim:

1292 Sadler Way, Suite 324  
Fairbanks, Alaska 99701  
Ph: (907) 452-1088  
Fax: (907) 452-1146  
Toll Free: (877) 465-3004

## Representative Jay Ramras House District 10

*Chair, House Judiciary Committee • Member, House Labor & Commerce Committee • Member, House Oil & Gas Committee • Member, House Military & Veteran Affairs Committee*

## Sponsor Statement HB8

**“An Act naming the law enforcement training facility in Fairbanks the J. Kevin Lamm Law Enforcement Training Facility.”**

This bill will name the new proposed law enforcement training facility, to be located in the Interior, after fallen Fairbanks Police Department Patrol Officer John Kevin Lamm. On January 1, 1998, Officer Lamm lost his life in the line of duty, while performing a welfare check on a suicidal man with two other officers. Officer Lamm lived life well, was highly respected, and left behind a good legacy for his wife, son, family, friends, and co-workers.

Public safety is one of the core functions of government and deserves our utmost support and consideration. Currently, one of the basic training needs of the men and women, whom we hire to protect our lives and property is in danger of being eliminated.

Today, all Interior Alaska law enforcement agencies use the Don Bennett Firing Range, located on Fairbanks International Airport property. This is the only secured “law enforcement only” training facility. Unfortunately, expansion of the Airport facilities, and runway extensions have created a conflict that may soon slate this range for destruction.

The new proposed J. Kevin Lamm Training Facility will be located on an alternative piece of land offered by the Fairbanks International Airport. This will take the range out of the flight-path of the runways. Additionally, the new location is in the remote Southwest corner of the Airport property, and will pose no neighborhood noise. The Alaska Peace Officers Association has already paid for completion of the initial D.O.T. project planning process.

Please help in naming this new facility after an honored police officer, J. Kevin Lamm.

# FISCAL NOTE

**STATE OF ALASKA**  
**2007 LEGISLATIVE SESSION**

Fiscal Note Number: HB8-DPS-AST-2-9-07  
 Bill Version: HB 8  
 ( ) Publish Date: \_\_\_\_\_

Revision Date/Time : \_\_\_\_\_ Dept. Affected: Public Safety  
 Title "An Act naming the law enforcement training ..." RDU Alaska State Troopers  
 Component AST Detachments  
 Sponsor Representative Ramras  
 Requester House Transportation Committee Component No. 2325

**Expenditures/Revenues** (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below

OPERATING EXPENDITURES	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
<b>TOTAL OPERATING</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

<b>CAPITAL EXPENDITURES</b>						
-----------------------------	--	--	--	--	--	--

<b>CHANGE IN REVENUES ( )</b>						
-------------------------------	--	--	--	--	--	--

**FUND SOURCE** (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
<b>TOTAL</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Estimate of any current year (FY2007) cost: 0.0

Mark this box (X) if funding for this bill is included in the Governor's FY 2008 budget proposal:

**POSITIONS**

Full-time						
Part-time						
Temporary						

**ANALYSIS:** (Attach a separate page if necessary)

This bill names the new law enforcement training facility (shooting range) near the Fairbanks airport the "J. Kevin Lamm Law Enforcement training Facility". J. Kevin Lamm was a Fairbanks Police Officer killed in the line of duty January 1, 1998.

There is no cost associated with this bill. All signage costs will be paid for by the Alaska Police Officers Association.

Prepared by: Lt. Rodney Dial Phone 907-247-4480  
 Division Division of Alaska State Troopers Date/Time 2/9/07 1600  
 Approved by: Commissioner Walt Monegan Date 2/14/2007  
 Agency Department of Public Safety

## Randall Ruaro

---

**From:** Cliff Stone  
**Sent:** Monday, March 05, 2007 3:27 PM  
**To:** Lauren B. Rice  
**Cc:** mary\_siroky@dot.state.ak.us  
**Subject:** RE: Rep. Wilson/Fairbanks Training Ctr-Q's for CO

Hi Lauren ..

Here are a few questions for Commissioner Monegan in regards to the new law enforcement training facility in Fairbanks. Rep. Wilson will appreciate having these answers well before her meeting with the commissioner on March 27th. The more detail the department can provide ..the better. I see where HB 9 is requesting about \$2.145 million for the design and construction that would be appropriated to DOT/PF as a capital project. Will DPS have any requests for funds in regards to this facility for FY08? How about FY09?

Will the training facility in Fairbanks fall under the purview of DPS? If so, please answer the following--

1. How much money has already been allocated towards this facility or any other component that will be part of this facility?
2. What is the anticipated total cost of the facility once fully completed?
3. What is the anticipated completion date?
4. What is the size of the facility?
5. What will take place at this facility?
6. What is the anticipated annual maintenance costs of this building?
7. How many personnel total will it take to operate this facility?
8. Where will the personnel come from to staff this facility?
9. What is the projected annual operating budget for this facility? (Include personnel, travel, supplies, equipment, contractual, land, etc...)

How does this facility compliment other law enforcement training centers around the state, i.e., Sitka, Anchorage?

In addition, don't forget the two other questions below - Any capital projects projected for the PS Academy in Sitka?

Your long-range plans for that facility in Sitka..?

Tks - c

-----Original Message-----

**From:** Lauren B. Rice [mailto:lauren\_rice@dps.state.ak.us]  
**Sent:** Monday, March 05, 2007 10:17 AM  
**To:** Cliff Stone  
**Subject:** Re: Rep. Wilson/Vox mail-Request:Mtg w/CO

Hi cliff,

We scheduled a meeting with Rep. Wilson on the 27th at 10:30 am. Would you like me to invite Dan?

Thank you!  
Lauren

Cliff Stone wrote:

- > Hi Lauren...
- >
- > I haven't heard anything back from my vox mail so thought I would
- > contact you more formally.
- >
- > Rep. Wilson wants to meet with Commissioner Monegan the next time he's
- > in town. Pls call ext: 3824 to set up an appointment.

- >
- > The subjects she would like to discuss is his long-range vision for
- > law enforcement training facilities in this state.
- > He's mentioned this topic in a couple articles in the ADN.
- >
- > In addition to the long term plans as mentioned above, Peggy will want
- > to know about the planned facility in Fairbanks. The total project
- > cost when done, how many personnel will staff the facility, what kind
- > of maintenance \$\$ budget will it have and what kind of training will
- > take place there..? She'll also want to know about any capital
- > projects projected for the PS Academy in Sitka and your long range
- > plans for that facility.
- >
- > Tks ~ cliff

**Randall Ruaro**

---

**From:** Cliff Stone  
**Sent:** Monday, March 05, 2007 3:07 PM  
**To:** Randall Ruaro  
**Subject:** HB8 - comments

Randy...

Here are some of the questions we'll be asking of the commissioner before he gets to town on the 27th of this month.

btw... HB 9 has the appropriation for the \$2.145 million in it.

1. How much money has already been allocated towards this facility?
2. What is the anticipated total cost of the facility once fully completed?
3. What is the anticipated completion date?
4. What is the size of the facility?
5. What will take place at this facility?
6. What is the anticipated annual maintenance costs of this building?
7. How many personnel total will it take to operate this facility?
8. Where will the personnel come from to staff this facility?
9. What is the projected annual operating budget for this facility? (Include personnel, travel, supplies, equipment, contractual, land, etc...)
10. How does this facility compliment other law enforcement training centers around the state, i.e., Sitka, Anchorage?

~ c

## HB 8

- This bill was previously heard in Committee and public testimony was closed.
- I have a few questions about the plan for the law enforcement facility in Fairbanks. Commissioner Monegan was invited to testify. Is he online? If not, how about Lt. Dial
- Lt. Dial, I would like to ask some questions about the planned law enforcement facility in Fairbanks. If you cannot answer them, please call my office and arrange for a meeting as soon as Commissioner Monegan is available.
  - Why is the department supporting building a new law enforcement facility in Fairbanks?
  - ~~How much money is in this year's capital budget for the project/~~
  - What is the estimated total cost?
  - How much money has been put into the project so far?
  - What is the size of the facility, and what functions will the facility serve?
  - How many personnel will it take to operate this facility?
  - Where will the personnel come from to staff this facility?
  - What are the department's plans for the Public Safety Academy in Sitka
  - Can the Academy in Sitka serve all the training needs?
- I would like to move this bill today. Is there a motion?

[THE OFFICERS](#)[RESOURCES](#)[BECOME INVOLVED](#)[ABOUT THE ODMP](#)[CONTACT US](#)[PERSONALIZE](#)**The Officer Down Memorial Page, Inc.***Remembering all of law enforcement's heroes***The Officer Down Memorial Page Remembers . . .****Patrol Officer John Kevin Lamm****Fairbanks Police Department  
Alaska**

End of Watch: Thursday, January 1, 1998

**Biographical Info****Age:** 26**Tour of Duty:** 3 years**Badge Number:** 338**Incident Details****Cause of Death:** Gunfire**Date of Incident:** Thursday, January 1, 1998**Weapon Used:** Rifle; AR-15**Suspect Info:** Committed suicide

Officer Lamm was shot and killed after responding to check on a suicidal man with two other officers. As they were making entry to the use they were fired upon with an AR-15 rifle which had been converted to 7.62x39. One of the other officers was immediately struck in the head and wounded.

Officer Lamm immediately took cover behind a nearby couch and returned fire, drawing the suspect's attention away from his two partners. He was fatally wounded while giving his two partners a chance to escape the apartment.

After a 90 minute standoff the tactical team entered the residence and found the suspect dead from a self inflicted gunshot wound.

Officer Lamm had served with the agency for 3 years. He is survived by his wife, whom he had married only 12 days prior to his murder, son, parents, and two brothers.

- » [View this officer's Reflections](#)
- » [Leave a Reflection](#)
- » [List all officers from this agency](#)
- » [Update this memorial](#)
- » [Printer friendly view](#)

[Terms of Use](#) | [Privacy Statement](#) | [Site Map](#) | [Contact Us](#)  
Copyright © 1996-2007, The Officer Down Memorial Page, Inc

## USER GROUPS – AIRPORT RANGE

Fairbanks International Airport Fire/Police  
Fairbanks Police Department  
North Pole Police Department  
University of Alaska Police Department  
Alaska Defense Force  
Alaska Environmental Protection Agency  
Alaska Fish & Wildlife Conservation  
Alaska National Guard  
Alaska Railroad Police  
Alaska State Parks  
Alaska State Troopers  
Fairbanks Correctional Center  
State and Local Police (SERT) Special Emergency Response Teams  
Tanana Valley Community College interior law enforcement academy

Alaska International Defensive Pistol Association  
Tanana Valley Sportsman Association  
Golden Heart Shootist Association

Doyon/Alyeska Security  
Securitas Security Services USA Inc  
Loomis Fargo & Company

Bureau of Land Management  
Drug Enforcement Administration  
Fort Wainwright Military, Federal Police and CID  
Federal Bureau of Investigation  
Internal Revenue Service  
Transportation Security Administration  
US Customs & Border Protection  
US Fish & Wildlife Service  
US Federal Probation  
US Geological Survey  
US Marshals Service

**FIA Shooting Range**

This is an Opinton of Probable Cost

DATE: 21-Sep-05  
 A/E:  
 ESTIMATE: DRAFT - based on initial concept drawing  
 BY: C. Carroll  
 SPECIFICS: 6 acre site for 100 yard shooting range, 1200 sq. ft. Range House w/  
 Covered Firing line and horizontal bullet catcher  
 This ESTIMATE is based on recent Square Foot Cost of  
 individual Divisions assuming a 1200 sq. ft. building

<u>DIVISION</u>	<u>DIVISION TITLE</u>	<u>TOTAL</u>
1	PROJECT OVERHEAD	\$105,475
2	SITE CONSTRUCTION	\$811,350
3	CONCRETE	\$21,600
4	MASONRY	\$1,740
5	METALS	\$4,788
6	WOODS/PLASTICS	\$35,292
7	THERMAL/ MOISTURE PROTECT	\$22,404
8	DOORS & WINDOWS	\$17,004
9	FINISHES	\$33,540
10	SPECIALTIES	\$2,568
11	EQUIPMENT	\$0
12	FURNISHINGS	\$0
13	SPECIAL CONSTRUCTION	\$13,500
14	CONVEYING SYSTEMS	\$0
15	MECHANICAL	\$72,996
16	ELECTRICAL	\$16,552
<b>PROJECT TOTAL Bare Costs</b>		<b>\$1,178,809</b>
	Overhead & Profit 25%	\$294,702
<b>PROJECT SUBTOTAL</b>		<b>\$1,473,511</b>
	State/Local Sales Taxes 0%	\$0
	Bond 2%	\$29,470
	Estimate Contingency 10%	\$147,351
<b>PROJECT TOTAL</b>		<b>\$1,650,333</b>

**Specific Items Excluded:**

1	This Estimate does not include Design Engineering Cost ~ 15% of Construction	\$247,549.89
2	This Estimate does not include Construction Engineering Cost ~15% project cost	\$284,682.37
3	This Estimate does not include permits.	?
4	ADDITIVE ALTERNATE (additional 100 yards+firing line. w/o engineering)	\$120,000.00

FIA Shooting Range

CSI #	DESCRIPTION	Quantity	UNITS	MATERIAL		LABOR		EQUIPMENT		SUBCONTRACTOR		TOTAL
				Unit Cost	EXTEND	Unit Cost	EXTEND	Unit Cost	EXTEND	Unit Cost	EXTEND	
Project Specifics: This Estimate assumes eliminating existing shooting range and re-using contaminated material for new bullet trap. This estimate does not include cost to remediate soils, only sampling, excavating, and transportation of hazardous material, and does not include any EPA, ADEC, or Corp permitting requirements.												
Perimeter = 1400 ft												
Floor Gross Area = 1200 sq. ft.												
<b>DIVISION 1- PROJECT OVERHEAD</b>												
Project Assumed Duration = [Enter Probable Project Duration]												
00890	Permits/Fees	1	Allow	500.00	\$500	1000.00	\$1,000	0.00	\$0	0.00	\$0	\$1,500
01310	Project Superintendent	800	Lhours	0.00	\$0	50.00	\$40,000	0.00	\$0	0.00	\$0	\$40,000
01310	Project Meetings	1	LS	0.00	\$0	2000.00	\$2,000	0.00	\$0	0.00	\$0	\$2,000
01310	Mobilization/ Demobilization	1	Lhours	1000.00	\$1,000	2500.00	\$2,500	1500.00	\$1,500	0.00	\$0	\$5,000
01320	Progress Schedules	1	LS	200.00	\$200	600.00	\$600	0.00	\$0	0.00	\$0	\$800
01320	Construction Photographs	1	LS	0.00	\$0	0.00	\$0	0.00	\$0	0.00	\$0	\$0
01330	Submittals	1	LS	250.00	\$250	750.00	\$750	0.00	\$0	0.00	\$0	\$1,000
01450	Testing Lab Services	1	LS	0.00	\$0	250.00	\$250	250.00	\$250	0.00	\$0	\$500
01450	Quality Control	1	Lhours	0.00	\$0	250.00	\$250	0.00	\$0	0.00	\$0	\$250
01510	Temporary Power	4	Months	250.00	\$1,000	250.00	\$1,000	1750.00	\$7,000	0.00	\$0	\$9,000
01510	Temporary Telephone/ Fax	4	Months	50.00	\$200	0.00	\$0	200.00	\$800	0.00	\$0	\$1,000
01510	Temporary Lighting	4	Months	0.00	\$0	250.00	\$1,000	500.00	\$2,000	0.00	\$0	\$3,000
01520	Temporary Toilet	4	Months	0.00	\$0	0.00	\$0	250.00	\$1,000	0.00	\$0	\$1,000
01520	Field Offices	4	Months	0.00	\$0	0.00	\$0	400.00	\$1,600	0.00	\$0	\$1,600
01560	Site Dust Control	1	LS	0.00	\$0	1500.00	\$1,500	2000.00	\$2,000	0.00	\$0	\$3,500
01560	Site Dumpster	4	Months	0.00	\$0	0.00	\$0	300.00	\$1,200	0.00	\$0	\$1,200
01570	Erosion Control	1	LS	1000.00	\$1,000	500.00	\$500	0.00	\$0	0.00	\$0	\$1,500
01580	Project Signs	1	LS	500.00	\$500	0.00	\$0	0.00	\$0	0.00	\$0	\$500
01610	Transportation/ Material Handling	250	Lhours	0.00	\$0	50.00	\$12,500	10.00	\$2,500	0.00	\$0	\$15,000
01620	Storage and Protection of Materials	1	LS	1000.00	\$1,000	750.00	\$750	1500.00	\$1,500	0.00	\$0	\$3,250
01720	Field Engineering	1	LS	0.00	\$0	2000.00	\$2,000	0.00	\$0	0.00	\$0	\$2,000
01720	Survey	1	LS	0.00	\$0	750.00	\$750	500.00	\$500	0.00	\$0	\$1,250
01720	Construction Layout	1	LS	250.00	\$250	750.00	\$750	500.00	\$500	0.00	\$0	\$1,500
01740	Day to Day Clean Up	80	Lhours	0.00	\$0	50.00	\$4,000	0.00	\$0	0.00	\$0	\$4,000
01750	Final Cleaning	20	Lhours	0.00	\$0	50.00	\$1,000	0.00	\$0	0.00	\$0	\$1,000

FIA Shooting Range

CSI #	DESCRIPTION	Quantity	UNITS	MATERIAL		LABOR		EQUIPMENT		SUBCONTRACTOR		TOTAL
				Unit Cost	EXTEND	Unit Cost	EXTEND	Unit Cost	EXTEND	Unit Cost	EXTEND	
01770	Punch list	1	LS	0.00	\$0	2500.00	\$2,500	0.00	\$0	0.00	\$0	\$2,500
01780	Record Drawings	1	LS	150.00	\$150	600.00	\$600	375.00	\$375	0.00	\$0	\$1,125
01810	Testing, Adjusting, Balancing Systems	1	LS	0.00	\$0	300.00	\$300	200.00	\$200	0.00	\$0	\$500
<b>TOTAL DIVISION 1</b>					\$6,050		\$76,500		\$22,925		\$0	\$105,475
<b>DIVISION 2 - SITE CONSTRUCTION</b>												
02105	Chemical Sampling and Analysis	1	CY	25000.00	\$25,000	25000.00	\$25,000	10000.00	\$10,000	0.00	\$0	\$60,000
02110	Excavation, Removal Hazardous Mat'l	500	CY	5.00	\$2,500	125.00	\$2,500	450.00	\$225,000	0.00	\$0	\$290,000
02230	Site Clearing	6	Acre	0.00	\$0	1000.00	\$6,000	3000.00	\$18,000	0.00	\$0	\$24,000
02310	Grading	6	Acre	0.00	\$0	400.00	\$2,400	700.00	\$4,200	0.00	\$0	\$6,600
02315	Excavation	1	LS	0.00	\$0	20000.00	\$20,000	20000.00	\$20,000	0.00	\$0	\$40,000
02315	Backfill	3,500	CY	10.00	\$35,000	5.00	\$17,500	5.00	\$17,500	0.00	\$0	\$70,000
02315	Compaction	1	LS	0.00	\$0	10000.00	\$10,000	7500.00	\$7,500	0.00	\$0	\$17,500
02510	Water Distribution (well)	1	each	3500.00	\$3,500	4500.00	\$4,500	1500.00	\$1,500	0.00	\$0	\$9,500
02530	Sanitary Sewerage	200	SF	10.00	\$2,000	10.00	\$2,000	10.00	\$2,000	0.00	\$0	\$6,000
02540	Septic Tank Systems	1	CY	1000.00	\$1,000	1000.00	\$1,000	250.00	\$250	0.00	\$0	\$2,250
02580	Site Electrical	1	VLF	25000.00	\$25,000	25000.00	\$25,000	25000.00	\$25,000	0.00	\$0	\$75,000
02610	Pipe Culverts	2	VLF	200.00	\$400	200.00	\$400	350.00	\$700	0.00	\$0	\$1,500
02820	Fences and Gates	2,500	LF	14.00	\$35,000	3.00	\$7,500	3.00	\$7,500	0.00	\$0	\$50,000
02830	Retaining Walls (BERM CONST)	1	LS	20000.00	\$20,000	35000.00	\$35,000	75000.00	\$75,000	0.00	\$0	\$130,000
02840	Walk, Road and Parking Appurtenances	1	LF	8000.00	\$8,000	10000.00	\$10,000	6500.00	\$6,500	0.00	\$0	\$24,500
02870	Site Furnishings	1	LS	2500.00	\$2,500	1500.00	\$1,500	500.00	\$500	0.00	\$0	\$4,500
02920	Lawns and Grasses	1	LF	0.00	\$0	0.00	\$0	0.00	\$0	0.00	\$0	\$0
<b>TOTAL DIVISION 2</b>					\$159,900		\$230,300		\$421,150		\$0	\$811,350
<b>DIVISION 3 - CONCRETE</b>												
03050	Basic Concrete Materials	1,206	SF	0.00	\$0	0.00	\$0	0.00	\$0	18.00	\$21,600	\$21,600

FIA Shooting Range

CSI #	DESCRIPTION	Quantity	UNITS	MATERIAL		LABOR		EQUIPMENT		SUBCONTRACTOR		TOTAL
				Unit Cost	EXTEND	Unit Cost	EXTEND	Unit Cost	EXTEND	Unit Cost	EXTEND	
	TOTAL DIVISION 3				\$0		\$0		\$0		\$21,600	\$21,600
<b>DIVISION 4 - MASONRY</b>												
04090	Masonry Accessories	1,200	SF	0.00	\$0	0.00	\$0	0.00	\$0	1.45	\$1,740	\$1,740
	TOTAL DIVISION 4				\$0		\$0		\$0		\$1,740	\$1,740
<b>DIVISION 5 - METALS</b>												
05120	Structural Steel	1,200	SF	0.00	\$0	0.00	\$0	0.00	\$0	3.99	\$4,788	\$4,788
	TOTAL DIVISION 5				\$0		\$0		\$0		\$4,788	\$4,788
<b>DIVISION 6 - WOOD AND PLASTICS</b>												
0, 90	Wood Framing	1,200	LS	0.00	\$0	0.00	\$0	0.00	\$0	29.41	\$35,292	\$35,292
	TOTAL DIVISION 6				\$0		\$0		\$0		\$35,292	\$35,292
<b>DIVISION 7- THERMAL &amp; MOISTURE PROTECTION</b>												
07110	Building Insulation systems	1,200	SF	0.00	\$0	0.00	\$0	0.00	\$0	18.67	\$22,404	\$22,404
	TOTAL DIVISION 7				\$0		\$0		\$0		\$22,404	\$22,404
<b>DIVISION 8- DOORS/WINDOWS</b>												
08110	Doors/Windows & Frames	1,200	EA	0.00	\$0	0.00	\$0	0.00	\$0	14.17	\$17,004	\$17,004

FIA Shooting Range

CSI #	DESCRIPTION	Quantity	UNITS	MATERIAL		LABOR		EQUIPMENT		SUBCONTRACTOR		TOTAL
				Unit Cost	EXTEND	Unit Cost	EXTEND	Unit Cost	EXTEND	Unit Cost	EXTEND	
	<b>TOTAL DIVISION 8</b>				\$0		\$0		\$0		\$17,004	\$17,004
<b>DIVISION 9 - FINISHES</b>												
09110	Finishes	1,200	SF	0.00	\$0	0.00	\$0	0.00	\$0	27.95	\$33,540	\$33,540
	<b>TOTAL DIVISION 9</b>				\$0		\$0		\$0		\$33,540	\$33,540
<b>DIVISION 10 - SPECIALTIES</b>												
10110	Fire Line	1,200	EA	0.00	\$0	0.00	\$0	0.00	\$0	2.14	\$2,568	\$2,568
	<b>TOTAL DIVISION 10</b>				\$0		\$0		\$0		\$2,568	\$2,568
<b>DIVISION 11 - EQUIPMENT</b>												
11010	None in this estimate	1	EA	0.00	\$0	0.00	\$0	0.00	\$0	0.00	\$0	\$0
	<b>TOTAL DIVISION 11</b>				\$0		\$0		\$0		\$0	\$0
<b>DIVISION 12 - FURNISHINGS</b>												
12050	None in this estimate	1	EA	0.00	\$0	0.00	\$0	0.00	\$0	0.00	\$0	\$0
	<b>TOTAL DIVISION 12</b>				\$0		\$0		\$0		\$0	\$0
<b>DIVISION 13 - SPECIAL CONSTRUCTION</b>												

FIA Shooting Range

CSI #	DESCRIPTION	Quantity	UNITS	MATERIAL		LABOR		EQUIPMENT		SUBCONTRACTOR		TOTAL
				Unit Cost	EXTEND	Unit Cost	EXTEND	Unit Cost	EXTEND	Unit Cost	EXTEND	
13020	Bullet Trap	1	SF	4500.00	\$4,500	6500.00	\$6,500	2500.00	\$2,500	0.00	\$0	\$13,500
	<b>TOTAL DIVISION 13</b>				\$4,500		\$6,500		\$2,500		\$0	\$13,500
<b>DIVISION 14 - CONVEYING SYSTEMS</b>												
14100	None in this Estimate	1	EA	0.00	\$0	0.00	\$0	0.00	\$0	0.00	\$0	\$0
	<b>TOTAL DIVISION 14</b>				\$0		\$0		\$0		\$0	\$0
<b>DIVISION 15 - MECHANICAL</b>												
15050	Basic Mechanical Materials & Methods	1,200	sf	0.00	\$0	0.00	\$0	0.00	\$0	60.83	\$72,996	\$72,996
	<b>TOTAL DIVISION 15</b>				\$0		\$0		\$0		\$72,996	\$72,996
<b>DIVISION 16 - ELECTRICAL</b>												
16050	Basic Electrical Materials & Methods	1,200	sf	0.00	\$0	0.00	\$0	0.00	\$0	30.46	\$36,552	\$36,552
	<b>TOTAL DIV. 16</b>				\$0		\$0		\$0		\$36,552	\$36,552
<b>PROJECT TOTALS Bare Costs</b>					\$170,450		\$313,300		\$446,575		\$248,484	\$1,178,809

GARY WILKEN  
SENATOR  
Fairbanks



State Capitol Building  
Juneau, Alaska 99801-1182  
Tel: 451-5501 (from Fbks)  
Tel: (907) 465-3709 (outside Fbks)  
Fax: (907) 465-4714  
[www.akrepublicans.org/wilken](http://www.akrepublicans.org/wilken)  
E-Mail: [Senator.Gary.Wilken@legis.state.ak.us](mailto:Senator.Gary.Wilken@legis.state.ak.us)

January 18, 2007

The Honorable Sarah Palin, Governor  
State of Alaska  
PO Box 110001  
Juneau, AK 99811

Dear Governor Palin,

As we convene the Twenty-Fifth Legislature and begin to prioritize the capital and infrastructure needs of Alaska, we are continuously reminded by our constituents that the core functions of government – public safety, in particular – deserve our utmost support and consideration.

Currently, the basic training needs of the men and women whom we hire to protect our lives and property are either not being met, or are in danger of being eliminated. Local, State, and Federal law enforcement personnel who reside in the Anchorage area do not have a dedicated outdoor shooting range in which to train. And in Fairbanks, the single outdoor law enforcement range which services over twenty-five departments, agencies, and user-groups is threatened with elimination due to Fairbanks International Airport expansion. Unlike Southeast Alaska, where a new outdoor shooting range was constructed in 2002 at the Department Public Safety training facility in Sitka, law enforcement officers in South Central and Interior Alaska do not have appropriate shooting facilities to conduct critically necessary training.

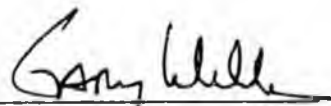
Both Anchorage and Fairbanks must have quality, controlled-access shooting range facilities for police qualification and training. We, the undersigned members of Alaska's Interior legislative delegation, strongly urge your support for these much-

Honorable Governor Palin  
January 18, 2007  
Page 2

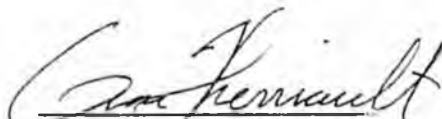
needed facilities and respectfully request that funding be included in your upcoming capital budget.

Thank you for your consideration of this request.

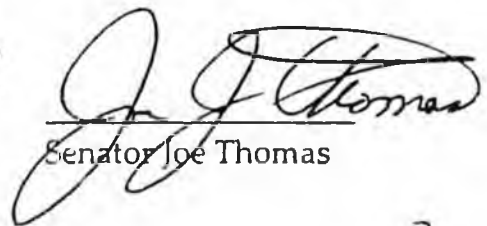
Sincerely,



Senator Gary Wilken



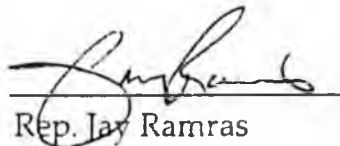
Senator Gene Therriault



Senator Joe Thomas



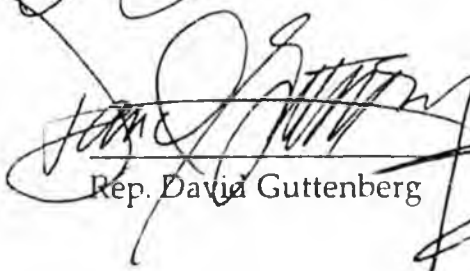
Rep. John Coghill, Jr.



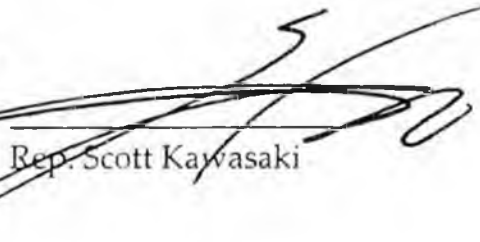
Rep. Jay Ramras



Rep. Mike Kelly



Rep. David Guttenberg



Rep. Scott Kawasaki

Cc: Mr. Walt Monegan, Commissioner, Alaska Department of Public Safety  
Mr. Steve Thompson, Mayor, City of Fairbanks  
Mr. Daniel Hoffman, Chief, City of Fairbanks Police Department



# FAIRBANKS POLICE DEPARTMENT

911 Cushman Street  
Fairbanks, AK 99701-4616  
Phone: (907) 450-6500  
Fax: (907) 452-1588  
Email: [fpd@ci.fairbanks.ak.us](mailto:fpd@ci.fairbanks.ak.us)



Senator Gary Wilken  
State Capitol Building  
Juneau, AK 99801-1182

January 2, 2007

Dear Senator Wilken:

Thank you very much for taking the time to meet with me last week to discuss the current status of our Interior law enforcement shooting/training range proposal. As we discussed, Representative Ramras has already pre-filed two bills for consideration in the upcoming legislative session; a "naming bill" (to name the range facility after J. Kevin Lamm, a Fairbanks Police Officer who was killed in the line-of-duty) and an appropriation bill.

As you requested, I've attached a draft "letter of support" for the Interior Delegation for your review. I have also written and sent a separate letter to Commissioner of Public Safety Walt Monegan, urging that he fully support this critically necessary project. Lastly, I have included a packet of summary information regarding this project, to include:

- Copy of 5/12/05 letter to Interior Delegation members from AK Peace Officers Association
- Copy of 12/16/05 letter to Interior Delegation members from City of Fairbanks
- Copy of the D.O.T. project-cost estimate
- Aerial photo showing present and new (proposed) site on Fairbanks Airport property
- Copy of the comprehensive user-group list.

The current construction estimate for our proposed facility is approximately \$2.2 million, which includes all design, engineering, and construction costs. As we discussed, the five-acre parcel of land is being provided as an "in-kind" donation, and A.P.O.A. has already paid the initial \$5,000.00 that was required for the initial project assessment by D.O.T.

As we also discussed, I'm deeply concerned that Anchorage-area agencies are currently pursuing funding for a multi-million dollar "Arctic Public Safety Training Institute," comprised of a series of campuses in the Anchorage/Mat-Su area that will include shooting ranges, driving tracks, classroom facilities, etc. I suspect that this Anchorage proposal may quickly swallow up any discretionary capital dollars- particularly those targeted towards public safety- and I believe that we will have to work in earnest to ensure that our Fairbanks range is included as part of an overall public-safety appropriation, rather than being perceived simply as a "Fairbanks area project."

Please let me know if I can do anything else to assist you with this project; I have cc'd a copy of this correspondence and attached materials to Representatives Ramras and Kelly, so that they may remain apprised of the situation.

Thanks again for all your help!

Sincerely,

A handwritten signature in black ink that reads "Daniel P. Hoffman". The signature is written in a cursive style with a long horizontal flourish extending to the right.

Daniel P. Hoffman, Chief  
Fairbanks Police Department

cc Jim Janke, President, Farthest North Chapter Alaska Peace Officers Association  
Representative Jay Ramras  
Representative Mike Kelly

**The Honorable Interior Legislative Delegation:**

- Senator Gary Wilken      - Representative John Coghill, jr.
- Senator Ralph Seekins   - Representative Jim Holm
- Senator Gene Therriault - Representative Mike Kelly
- Representative Jay Ramras
- Representative Dave Guttenberg

December 16th, 2005

**Dear Senators and Representatives:**

The City of Fairbanks would like to draw your attention to a significant problem, and to urge your support of Alaska's Department of Public Safety Commissioner Bill Tandeske as he prepares to address a solution.

As you may or may not know, all Interior Alaska law enforcement agencies (including the Fairbanks, North Pole, University, and Airport Police Departments, as well as Alaska State Troopers and a host of Federal agencies) have enjoyed the use of the Don Bennett Firing Range for many years. This secured, "law enforcement only" training facility is located on Fairbanks International Airport property. The expansion of Airport facilities and extension of runways have placed this range facility in peril, and it will most likely soon be slated for destruction.

It is imperative that our local law enforcement agencies have a secured range facility where we can regularly train and shoot for qualification. Given the tactical nature of training and associated security concerns, as well as the training-volume generated by all participating agencies, it is simply not possible to try and "share use" at a public facility. A new training-range is desperately needed for our area's law enforcement personnel.

Thankfully, the Airport has graciously offered us the use of an alternative parcel of land on their property which would allow us to relocate our range, taking it out of the flight-paths of their runways. Additionally, the location offered is on the remote Southwest corner of Airport property, and will pose no neighborhood/noise issues. At this time, the Alaska Police Officer's Association has already paid for completion of the initial D.O.T. project-planning process. These plans have been forwarded to Commissioner Tandeske, who recognizes this critical need and is fully supportive of this project.

It is *extremely* important that members of our State Legislature realize that this is a project that is being led by the Alaska Peace Officers Association and an associated task-force, comprised of local police chiefs and representatives from all local law enforcement user-groups. The City of Fairbanks has been involved in the planning of this project from the outset, and is writing this "letter of support" to reflect in the strongest terms possible the need for this training facility.

I sincerely hope that our Interior Delegation will offer unanimous support as this project moves forward; I will always be available to answer any questions regarding the Fairbanks Police Department's extensive use/history of the Don Bennett Range, as well as our critical need to have such a facility available in the future.

Sincerely,

Steve M. Thompson, Mayor  
City of Fairbanks  
(907) 459-6793  
[smthompson@ci.fairbanks.ak.us](mailto:smthompson@ci.fairbanks.ak.us)

Daniel P. Hoffman, Chief  
Fairbanks Police Department  
(907) 450-6513  
[dphoffman@ci.fairbanks.ak.us](mailto:dphoffman@ci.fairbanks.ak.us)



FARTHEST NORTH CHAPTER  
P.O. Box 72064  
Fairbanks, AK 99707

May 12, 2005

The Honorable Interior Legislative Delegation

Senator Ralph Seekins	Representative John Coghill, Jr.	Representative Jim Holm
Senator Gene Therriault	Representative Dave Guttenberg	Representative Mike Kelly
Senator Gary Wilken	Representative Jay Ramras	

Dear Senators and Representatives:

The Don Bennett Police Shooting Range was constructed for law enforcement officers and for organized shooting events (such as matches or firearms educational activities with trained range officers) in the Fairbanks area through the efforts of the late Senator Don Bennett. It is located on the east ramp of Fairbanks International Airport. Currently 30 individual groups as shown on the attached list utilize this range. Adjacent to the range is the fire training burn pit used by Airport Fire/Police for fire fighting practice.

About two years ago the general aviation runway 1R/19L on the East Ramp was upgraded and extended. This has brought landing and departing aircraft much closer to the police shooting range. The FAA has future plans to install an improved approach lighting system for instrument approaches during inclement weather on that runway. The fixtures holding the lights will be placed down the center of what is now the shooting range and fire fighting burn pit. This increase in nearby air traffic creates a safety issue with the continued usage of the range and burn pit. In addition, the current range is being utilized over maximum capacity due to the number of qualifications required by agencies, tactics required to be practiced and mastered, uses of the facility in the same day, and weapons now included in the law enforcement arsenal.

The Department of Transportation has offered the use of an alternative parcel of land on a remote corner of airport property away from aircraft approach/departure paths to reconstruct a shooting range and fire pit. Their Programs, Plans and Projects division has provided us with a cost estimate of approximately one million dollars to reconstruct the range. The Farthest North Chapter of the Alaska Peace Officers Association has contributed \$5,000 for the development of a plan to scope and estimate the relocation of a multi-agency firearms range and fire pit at Fairbanks International Airport. Our chapter is also exploring additional avenues for funding of this project through local, private, and federal agencies.

The Farthest North Chapter would appreciate your support with the continuation of ongoing training accomplished through the use of the shooting range by introducing a budget item to assist in rebuilding the range. Your assistance in obtaining funding for relocation of the shooting range used by our members is greatly needed.

For a first-hand view of problems facing continued use of the range, you are invited to our annual Farthest North Chapter APOA Pat Tobin Memorial Shoot and Picnic. The 2005 Shoot/Picnic will be held on Saturday, August 13.

Thank you for your assistance in this matter. Feel free to contact me if you have any questions.

Sincerely,

Warren M. Tanner, President  
Alaska Peace Officers Association  
Farthest North Chapter

Enclosure

cc: Commissioner of Public Safety Bill Tandeske  
Fairbanks Mayor Steve Thompson  
Fairbanks North Star Borough Mayor Jim Whitaker



**Daily News - Miner**

## Shooting range near airport may be moved

By Amanda Bohman  
Published January 11, 2007

As Fairbanks International Airport grows, it's coming up against a potential problem: a law enforcement shooting range now just a few hundred yards beyond the runway used by small airplanes.

"You don't want a firing range underneath an approach corridor for airplanes," said Ric Barnett, airport operations manager.

Airport and law enforcement officials are hoping to build a new shooting range at a different location on airport property. Rep. Jay Ramras, R-Fairbanks, has sponsored House Bills 8 and 9 calling for the new shooting range. He hopes to use money from the U.S. Department of Homeland Security to pay for the \$2.1 million facility.

"Having police officers who can train and shoot straight is important to the safety of our Fairbanks community and to the men and women who put on a uniform," Ramras said.

The facility would include a 100-yard range, a backstop and a building where peace officers could go inside and clean their weapons, said Dan Hoffman, Fairbanks Police chief and vice president of The Farthest North Chapter of the Alaska Peace Officers Association, which provided \$5,000 in seed money for the project.

Law enforcement agencies would sign up with airport police to use the facility, which would be kept locked.

The facility would be open to anyone working in law enforcement, whether local, state or federal, as well as to private security companies and the Tanana Valley Campus Law Enforcement Academy, Hoffman said.

He listed almost 30 agencies and companies that use the current facility.

"We are just trying to put in place a very basic facility that meets the needs for the law enforcement community," Hoffman said. "It's simply not practical for us to try and do law enforcement training at a public range."

Agencies' policies vary, but most require officers to regularly practice using their weapons.

The 45 or so sworn officers at Fairbanks police must qualify on their .45 caliber automatic handguns a minimum of three times a year, according to the chief.

"It's a tremendous liability issue," Hoffman said.

The new facility would be called the Kevin Lamm Law Enforcement Training Facility. It would replace the Don Bennett Police Shooting Range.

Lamm is Fairbanks Police officer who was killed in the line of duty nine years ago. Bennett is a retired U.S. Army lieutenant colonel who represented Fairbanks in the Alaska Senate until his death in 1987.

*Contact staff writer Amanda Bohman at 459-7544 or [abohman@newsminer.com](mailto:abohman@newsminer.com).*

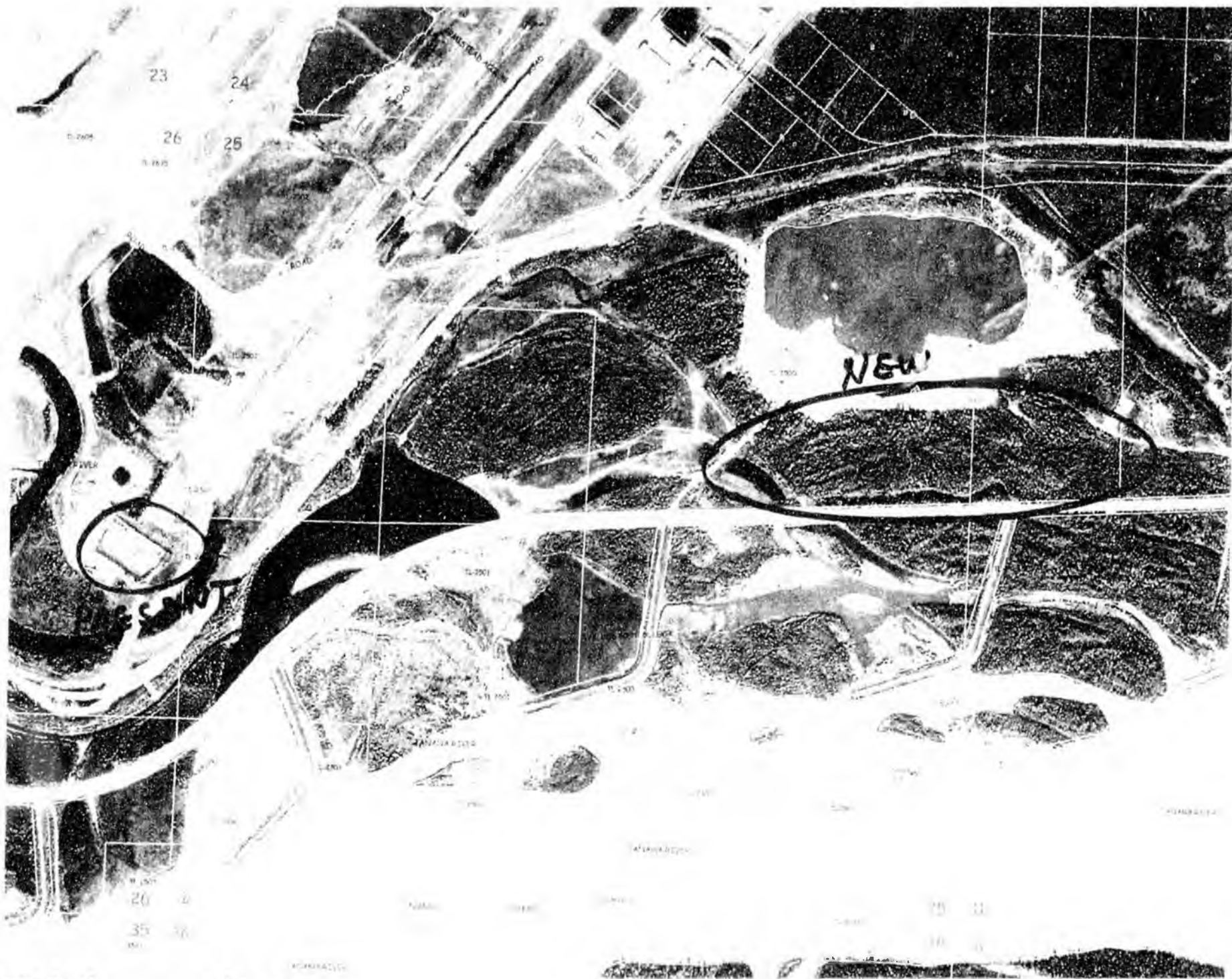
---

This article may be accessed online at <http://newsminer.com/2007/01/11/4379/>.

This article is copyrighted property of the Fairbanks Daily News-Miner. Unauthorized reproduction of this article other than for personal use is strictly prohibited. To obtain permission for republication in any form, please contact the News-Miner. Visit <http://newsminer.com/contact/> for more information.



PROPERTY OF JIM JANKE



PROPERTY OF JIM JANKE

**www.state.ak.us**  
Welcome to the State of Alaska Online



Search

Enter up to four words to search across all columns.

This employee directory is provided as a resource to aid in conducting business with the State of Alaska. Public users are responsible for using this directory and the communications systems in an efficient, effective, ethical and lawful manner. All email messages sent to the State of Alaska and its employees should follow the same code of conduct expected in any other form of written communication or face-to-face business communication. Specifically prohibited is the use of these publicly owned computing resources to distribute bulk email for profit or political purposes.

Name Title	Phone Agency	eMail Sub-Agency	Location PCN	BU JCC
<b>Bennett, Amber</b> Environ Program Technician	(907)451-2130 Environmental Conservation	amber_bennett@dec.state.ak.us DOW-ASSESSMENT/MONITORING PGM	Fairbanks 187777	GP P8511
<b>Bennett, Arlene</b> Administrative Assistant I	(907)274-8611 Alaska Court System	none TRC-TRIAL COURTS ANCHORAGE	Anchorage 417329	XJ C0121
<b>Bennett, Brent</b> Attorney II	(907)465-6800 Administration	brent_bennett@admin.state.ak.us PDA-PUBLIC DEFENDER AGENCY	Fairbanks 021216	XE P7143
<b>Bennett, Curtis</b> Micro/Network Tech II	(907)269-8121 Commerce	curtis_bennett@commerce.state.ak.us DAS-ADMIN SERVICES	Anchorage 080463	GP P1632
<b>Bennett, Dewey</b> Alaska State Defense Force	(907)465-3616 Military & Veterans Affairs	none SDF-AK STATE DEFENSE FORCE	Juneau 09ASDF1	XE ASDF1
<b>Bennett, Edward</b> Analyst/Programmer IV	(907)269-8870 Natural Resources	edward_bennett@dnr.state.ak.us OIL-OIL/GAS ANCHORAGE	Anchorage 100145	GP P1624
<b>Bennett, Edwin</b> Data Systems Technician	(907)790-6928 Fish and Game	ed_bennett@efg.state.ak.us CFE-CFEC HQ	Juneau 113060	XE X1197
<b>Bennett, James</b> Engineer/Architect I	(907)451-2320 Transportation	jim_bennett@dot.state.ak.us NDE-N REG DES ENG SVCS	Fairbanks 251677	SS P8913
<b>Bennett, Jane</b> Accounting Clerk II	(907)243-8916 Public Safety	jane_bennett@dps.state.ak.us ABA-ABADE NARCOTICS TASK FORCE	Anchorage 121461	GP P1203
<b>Bennett, Janice</b> Administrative Clerk II	(907)465-2623 Revenue	janice_bennett@revenue.state.ak.us PFD-DECA	Juneau 046083	GP P1134
<b>Bennett, Jo</b> Adult Probation Off II	(907)334-2300 Corrections	jo_bennett@correct.state.ak.us PAP-PROBATION REGION ONE	Anchorage 206850	GP P4343
<b>Bennett, Joanne</b> Insurance Analyst III	(907)269-8114 Commerce	joanne_bennett@commerce.state.ak.us INS-DIV OF INSURANCE	Anchorage 084051	GP P2359
<b>Bennett, John</b> Engineering Assistant III	(907)451-2232 Transportation	john_d_bennett@dot.state.ak.us NDE-N REG DES ENG SVCS N MAT	Fairbanks 251439	GP P8912
<b>Bennett, John</b> Right of Way Agent VI	(907)451-5423 Transportation	john_f_bennett@dot.state.ak.us NDE-N REG DES ENG SVCS	Fairbanks 251382	SS P2716
<b>Bennett, John</b> Sub Teacher - AVTEC	(907)224-2890 Labor	none DBP-DOBP AVTEC ADMIN SEWARD	Seward 074550	XE T0103
<b>Bennett, Joseph</b> Adult Probation Off II	(907)334-2300 Corrections	joseph_bennett@correct.state.ak.us PAP-PROBATION REGION ONE	Anchorage 206822	GP P4343
<b>Bennett, Katrina</b> Customer Service Spec II	(907)465-2962 Education	katrina_bennett@acpe.state.ak.us PSE-POST SECONDARY EDUCATION	Juneau 050434	XE X0616
<b>Bennett, Laurel</b> Attorney IV	(907)461-3832 Administration	laurel_bennett@admin.state.ak.us PDA-PUBLIC DEFENDER AGENCY	Palmer 021270	XE P7145
<b>Bennett, Machele</b> Accounting Tech II	(907)465-2852 Education	machele_bennett@eed.state.ak.us ESS-EDUCATION SUPPORT SERVICES	Juneau 057019	GP P1211

<b>Bennett, Mary Jayne</b> Deputy Clerk II	(907)842-2344 Alaska Court System	jbennett@courts.state.ak.us TRC-TRIAL COURTS DILLINGHAM	Dillingham 413181	XJ C0112
<b>Bennett, Phil</b> Accountant V	(907)465-5445 Commerce	phil_bennett@commerce.state.ak.us DAS-ADMIN SERVICES	Juneau 081110	SS P1208
<b>Bennett, Priscilla</b> Airport Police & Fire Off II	(907)266-2415 Transportation	scotty_bennett@dot.state.ak.us AIA-ANCHORAGE INTL AIRPORT	Anchorage 252841	AP P7832
<b>Bennett, Weston</b> Environ Program Technician	(907)269-7557 Environmental Conservation	weston_bennett@dec.state.ak.us SPR-PREVENTION/EMRGNCY RESPNS	Anchorage 18N07011	GP P8511
<b>Drew, Bennett</b> Mech Auto Adv Journey	(907)269-5959 Transportation	none CHA-STATE EQUIPMENT FLEET	Anchorage 250337	LL P9331

 [Back to State Web Page](#)

**www.state.ak.us**  
Welcome to the State of Alaska Online



Search

Enter up to four words to search across all columns.

This employee directory is provided as a resource to aid in conducting business with the State of Alaska. Public users are responsible for using this directory and the communications systems in an efficient, effective, ethical and lawful manner. All email messages sent to the State of Alaska and its employees should follow the same code of conduct expected in any other form of written communication or face-to-face business communication. Specifically prohibited is the use of these publicly owned computing resources to distribute bulk email for profit or political purposes.

Name	Phone	eMail	Location	BU
Title	Agency	Sub-Agency	PCN	JCC
Zimmerman, Carol Systems Programmer III	(907)465-5771 Administration	carol_zimmerman@admin.state.ak.us ETS-INFORMATION TECHNOLOGY	Juneau 026302	GP P1653
Zimmerman, Frances Right of Way Agent III	(907)269-0708 Transportation	fran_zimmerman@dot.state.ak.us CDE-CR DESIGN/ENGINEERING	Anchorage 250476	GP P2713
Zimmerman, Janet Administrative Clerk II	(907)451-2650 Health & Social Services	janet_zimmerman@health.state.ak.us OCS-FAM SVCS NORTHERN REGION	Fairbanks 064665	GP P1134
Zimmerman, Keith Correctional Officer I	(907)269-4100 Corrections	keith_zimmerman@correct.state.ak.us INS-ANCH CORRECTIONAL COMPLEX	Anchorage 208631	GC P7646
Zimmerman, Robert	(907)451-2600 Natural Resources	bob_zimmerman@dnr.state.ak.us FOR-FIRE SUPPORT FAIRBANKS	Fairbanks 109518	GP P6608
Zimmerman, Teresa Environ Impact Analyst III	(907)269-0551 Transportation	teresa_zimmerman@dot.state.ak.us CDE-CR DESIGN/ENGINEERING	Anchorage 250753	GP P8543


[Back to State Web Page](#)

**HB**

**80**

**Randall Ruaro**

---

**From:** Mary Siroky [Mary\_Siroky@dot.state.ak.us]  
**Sent:** Wednesday, April 25, 2007 9:26 AM  
**To:** Randall Ruaro  
**Subject:** FW: HB 80 Study of ferry service on Yukon and Kuskokwim Rivers

just so you know where we are at on this issue. I will have Dennis Hardy with me, as well as either Jeff Otteson or Carol Taylor from Program Development - our planning folks.

I called Maridon and talked with her so she knows where we are coming from and a little bit of how we got to our fiscal note.

-m-

---

**From:** Mary Siroky [mailto:Mary\_Siroky@dot.state.ak.us]  
**Sent:** Wednesday, April 25, 2007 9:24 AM  
**To:** 'Christopher Clark'; 'John Bitney'  
**Cc:** 'John S Mackinnon'; Dennis Hardy; 'Jeff Ottesen'; Carol A Taylor; 'Von Scheben, Leo (DOT)'; 'john\_falvey@dot.state.ak.us'  
**Subject:** HB 80 Study of ferry service on Yuko . and Kuskokwim Rivers

The sponsor's aide reminded me that last year Robin Taylor testified that he supported the idea of ferry service on the Yukon River and she asked if we would testify in support of this bill.

I told her this is a policy decision on the part of the legislature ( it is a study) and that we will do whatever the legislature deems as appropriate and that is how we will testify in committee.

We will sign up to answer questions only.

mary

Mary Siroky  
Special Assistant to Commissioner  
Department of Transportation and Public Facilities  
907-465-4772

4/25/2007



ALASKA STATE LEGISLATURE  
REPRESENTATIVE WOODIE SALMON

**Memorandum**

Date: January 29, 2007

To: Representative Kyle Johansen  
Chair, Transportation Committee

From: Representative Woodie Salmon *WS*

Re: Hearing Request HB 80

---

I respectfully request you to schedule a hearing for HB 80, "An Act expanding the Alaska marine highway system to Yukon and Kuskokwim River locations and relating to the duty of the Department of Transportation and Public Facilities to construct, purchase, or lease ferry terminal facilities."

HB 80 requires the State Department of Transportation and Public Facilities to study the feasibility of a state ferry system on the Yukon and Kuskokwim River.

If you have any questions, please contact my office at 465-4527.

Thank you.

Representative Woodie Salmon



## Yukon Delta Fisheries Development Association

1016 West Sixth Avenue • Suite 301 • Anchorage • AK 99501  
Tel: (907) 644-0326 Fax: (907) 644-0327

April 23, 2007  
At Anchorage, Alaska

Dear Governor Palin:

We are addressing this correspondence to you out of concern and our involvement with the issues and problems confronting not only the six member communities of Yukon Delta Fisheries Development Association, Grayling, Alakanuk, Kotlik, Mountain Village, Nunam Iqua, and Emmonak, but all of the villages on the Yukon River.

Representative Woodie Salmon has introduced and sponsored House Bill 80.

Title on this Bill reads: "An Act expanding the Alaska Marine Highway system to Yukon and Kuskokwim locations and relating to the duty of the Department of Transportation and Public Facilities to construct, purchase, or lease ferry terminal facilities."

Governor Palin, as you are aware there is already in existence a long established State Ferry. The Alaska Marine Highway system has been operating year-round since 1963. It currently services 32 communities in Southeast Alaska, Southwest Alaska, as well as the Alaska Peninsula, and Aleutian Islands. It benefits villages as small as the Aleutian town of False Pass with a resident population of 61 people. It provides a vital link to highways, railheads, and ports that connects Alaska and the Lower 48. It is duly understood in these communities that without the ferry system it would be extremely difficult if not outright impossible for these towns and villages to sustain an existence. The Alaska Marine Highway System has become that essential piece of infrastructure that enables these towns to continue their traditional role in Alaska. People and industry in these serviced communities rely on the ferry system as a dependable, safe, and economically efficient means of transporting goods, cargo, and people.

Currently, most areas in the State are in the midst of unprecedented economic growth. The Mat-Su Valley is annually setting records for population growth. A gas pipeline deal is being forged through your personal efforts, which will certainly bring enormous prosperity to the Railbelt. Red Dog mine has dramatically strengthened the economy of the Northwest Arctic Borough to the benefit of the residents of that district. Southeast Alaska is enjoying a strong growing economy via tourism and commercial fishing.

# FISCAL NOTE

**STATE OF ALASKA**  
**2007 LEGISLATIVE SESSION**

Fiscal Note Number: \_\_\_\_\_  
 Bill Version: HB80-DOT-PD-4-24-07  
 ( ) Publish Date: \_\_\_\_\_

Revision Date/Time (Note if correction): \_\_\_\_\_ Dept. Affected: DOT&PF  
 Title Ferry Service, Incl. Yukon/Kuskokwim RDU Planning  
 Component Statewide Program Development  
 Sponsor Reps Salmon, Cissna  
 Requester H. TRA Component No. 2762

**Expenditures/Revenues** (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Personal Services						
Travel						
Contractual	400.0	600.0				
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
<b>TOTAL OPERATING</b>	<b>400.0</b>	<b>600.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

<b>CAPITAL EXPENDITURES</b>						
-----------------------------	--	--	--	--	--	--

<b>CHANGE IN REVENUES ( )</b>						
-------------------------------	--	--	--	--	--	--

**FUND SOURCE** (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF	400.0	600.0				
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
<b>TOTAL</b>	<b>400.0</b>	<b>600.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Estimate of any current year (FY2007) cost: 0.0

Mark this box (X) if funding for this bill is included in the Governor's FY 2008 budget proposal:

**POSITIONS**

Full-time						
Part-time						
Temporary						

**ANALYSIS:** (Attach a separate page if necessary)

The Department will conduct a study of the feasibility of providing ferry service to communities on the Yukon River from the mouth to Eagle and on the Kuskokwim River from the mouth to McGrath. This study will identify infrastructure needs and regulatory issues for each community as well as options for types of service and frequency and their associated costs. This study will be done following the procedures set out in 17AAC05.130 - 145 for development of transportation plans to insure it can be incorporated into the Statewide Transportation Plan. This includes significant public participation. It is estimated that it will take two years to complete the study. The Department will contract out this project and use current staff to oversee the project.

Prepared by: Mary Siroky Phone 465-4772  
 Division Commissioner's Office Date/Time 4-24-07; 12:00pm  
 Approved by: John MacKinnon, Deputy Commissioner Date 4/24/2007  
 Agency Department of Transportation and Public Facilities



ALASKA STATE LEGISLATURE  
REPRESENTATIVE WOODIE SALMON

**HB 80: SPONSOR STATEMENT**

**“An Act expanding the Alaska marine highway system to Yukon and Kuskokwim River Locations and relating to the duty of the Department of Transportation and Public Facilities to construct, purchase, or lease ferry terminal facilities.”**

HB 80 requires the State Department of Transportation and Public Facilities to study the feasibility of a state ferry system on the Yukon and Kuskokwim Rivers.

Alaskan communities along the Yukon and Kuskokwim Rivers would benefit greatly from a seasonal ferry service for transporting passengers, vehicles and cargo. Ferry service with regular schedules would provide an economic boost to villages by providing tourists with a convenient means of traveling through the area. The new jobs created would also help the economy and directly benefit the communities. In addition, a ferry system would be a reliable and safe alternative to traveling the rivers independently in smaller boats, and provide a greater sense of connectedness and community among villages.

Currently, summertime barge service up and down the Yukon and Kuskokwim Rivers are slow and infrequent. Many communities will only experience one or two barge deliveries per year. With regular ferry service, local residents of villages along the Yukon and Kuskokwim Rivers would have another option for shipment of groceries and supplies, which could help lower prices.

A century ago, these rivers were primary routes of transportation linking interior communities during the gold rush era. A revitalization of these waterways would surely provide immediate benefits to locals, and encourage growth of tourism and a stronger economy for future generations of Alaskans. A feasibility study is a positive first step in this process. I respectfully ask for your support.

Thank you.



# District No. 1 - Marine Engineers Beneficial Association (AFL-CIO)

Ben Goldrich  
Representative

HAND DELIVERED



February 27, 2007

Representative Woodie Salmon  
Alaska State Legislature  
State Capitol - Room 114  
Juneau, Alaska 99801

Re: House Bill 80

Dear Representative Salmon:

I commend you and Representative Cissna for introducing House Bill 80, an act that would expand the Alaska Marine Highway System to the Yukon and Kuskokwim Rivers. The first step in making this proposal a reality is to study the possible marine operations on the rivers, as is contemplated in your bill.

It is conceivable that ferry operations might also be feasible on the Stikine River and I urge you to work with your legislative colleagues to possibly expand the scope of the legislation. As you know, there was significant maritime trade on the Yukon, Kuskokwim and Stikine Rivers well into the latter part of the last century. Studying and possibly providing future ferry operations on these magnificent rivers is in the best tradition of our state.

On behalf of the many Marine Engineers' Beneficial Association (MEBA) members I represent in Alaska, I thank you for introducing this legislation. Please call on me if I can be of any assistance in advancing the bill.

Very Truly Yours,

Ben Goldrich,  
MEBA Alaska Representative

Copy: Bud Jacque, Executive Vice-President (Via Fax)  
Don Kubley, Legislative Liaison (Via Fax)

Page 2.

The Fairbanks North Star Borough has the benefit of steady growth and jobs through tourism, mining, oil field supply, and transportation hub. Oil revenues are at an all time high. Times are good, as they say, particularly if you reside in one of these chosen districts.

During the past few decades, government has spent billions of dollars in these areas of Alaska on the infrastructure required for these economies to prosper. The majority of those funds spent were on transportation infrastructure. Those areas of the State, which have been afforded reliable cost effective transportation have clearly prospered and reaped the economic benefits.

**However, in one region of the State, things are very, very different.**

Along the Yukon River there are well over 20 villages. Many of these have populations larger than several of the towns serviced by the State ferry system. The people and businesses in these villages have very limited options concerning travel and transportation. In most villages there are no options at all. The only "scheduled" transportation service available to these communities is by air transport. And of these towns on the Yukon River only three airports have runways and navigational aids capable of permitting heavy cargo or large passenger planes to land. There is not a single airport, town or village on the entire Yukon that has scheduled passenger jet service any longer. Most villages are serviced through an area hub which transfers passengers and cargo as necessary to maintain a minimum level of service. If you happen to be from the village of Nunam Iqua at the very mouth of the Yukon and want to get to Anchorage, you must first fly to Emmonak, then fly to Bethel, then onto Anchorage. A similar scenario unfolds when transporting freight: it costs \$1.65 cents per pound to ship ordinary goods from Anchorage to Kotlik, another village on the Lower Yukon. On the State ferry the cost of transporting the same goods the same distance is 9 cents per pound. A gallon of regular gas in towns serviced by state ferries is around \$3.00. On the Yukon River it is \$6.00 per gallon. A round trip passenger fare to Anchorage from the Lower Yukon is nearly \$1,000.00.

These exceptionally high costs are all associated with and due to the lack of infrastructure that is afforded and in place in most other areas of Alaska. There are no highways, railheads, or ports on the Yukon. As far as water transport, only one barge line provides unscheduled limited services to the Lower Yukon from the highway head at Nenana. That barge line clearly demonstrates just what effects a monopoly can have on the cost of goods and services. An example of this cost: to transport a pick-up truck from Nenana, to the town of Emmonak on the Lower Yukon, a distance of approximately 1,000 miles cost over \$5,000.00 on that barge line. To ship the same class vehicle from Bellingham, Washington to Valdez, Alaska, a distance of 1,500 miles via State Ferry costs \$450.00.

Page 3.

Down at the mouth of the Yukon our only means to transport goods is via air, which is cost prohibited most of the time as well as limited in capacity. This has unquestionably stagnated and prevented any substantial economic growth and now seriously threatens the only remaining cash economy on the lower river – commercial fishing. Because of this transportation issue, we can only carry out our commercial fisheries on a limited basis at best. Further compounding this problem is that fact that one of the only two air cargo companies servicing the lower river has recently upgraded to “modern” jet aircraft. Now we are faced with the fact that there will be less than half of the cargo lift available than in previous years, due to the fact the airstrips on the Lower Yukon are gravel and not suitable for jet aircraft landings.

We already have fisheries on the Lower and Middle Yukon that cannot be exploited in any manner due to the lack of cost efficient transportation. Ten years ago there were fish processing plants operating from the mouth of the Yukon all the way up and through the Middle Yukon. At one time, there were over a dozen fish processing plants on the Yukon River. Villages and their residents from the mouth all the way to Tanana were involved in commercial fishing. Residents from all the communities on the Middle and Lower Yukon had the benefit of in region employment. Over 900 limited entry fishing permits held by Alaskans were utilized in the Yukon fishery. Small business were established and built on the economy fueled by commercial fishing operations. It was truly the primary cash economy of the river. At one time the ex-vessel value of the Yukon Salmon fishery was over 15 million dollars.

It is quite a different story line today. Less than half the permit holders are able to fish due to lack of markets. The only significant fishery is taking place on the lower river, and it is clearly struggling to be competitive in the market place due to the extremely high cost of transporting product. Last season (2006) total landings netted barely 3.6 million dollars ex-vessel. There was a harvestable surplus of nearly three million chum salmon, unfortunately those fish could not be harvested to do the lack of efficient transportation to the market. Could they have been sold this would of contributed a minimum of over seven million additional dollars into the depressed economy of the Middle and Lower Yukon. There now are only two processing facilities operating on the entire river. The villages of Anvik, Kaltag, and Galena all have idled, moth balled processing facilities due to excessive transportation costs.

Page 4.

Governor Palin, there is a widely held belief and what many economists refer to as a Law of Economics:

**All Economic Development Hinges On Cost Effective Transportation Access**

There is another widely held belief, that which was first stated by a government official in the Knowles administration who toured the Lower Yukon. He referred to the economy in the villages along the river as "food stamp economies." Even today, State of Alaska web sites and tourist brochures warns travelers Yukon River villages of being "Third World like". These are the same philosophies that several legislators adhere to in their anti-rural Alaska rhetoric.

There truly is a very plain, basic reason the villages on the Yukon have sunk to the level this distinction symbolizes. There is no transportation infrastructure. Period. The villages on the Yukon are losing population, industry/business is stagnant or outright non-existent, and our traditional life style of commercial fishing is all but gone due to something as elementary as transportation.

Millions of pounds of seafood product is transported annually on State subsidized ferries. Not to mention the millions of dollars worth of other commercial goods transported cheaply via State ferries. Thousands of tourists are transported via the Alaska Marine Highway System. Railway depots and up-grades costing millions have been built just to handle tourist traffic. How much has been spent on docking facilities to support cruise ship traffic through out the State? Every highway in Alaska has been rebuilt or had major over hauls in the past 10 years.

What would happen to the towns in Southeast if you took away all their jet runways, ferry terminals, ocean vessel ports, and boat harbors. How long would the economy in these places last?

**The "Official Mission Statement" of the Alaska Marine Highway System declares:**

*The mission of the Alaska Marine Highway System is to provide safe, reliable, and efficient transportation of people, goods and vehicles among Alaska communities, Canada and the "Lower 48," while providing opportunities to develop and maintain a reasonable standard of living and a high quality of life, including social, education and health needs.*

Page 5.

Why is it the Yukon basin is treated so differently than other areas of the State? We certainly do not have "safe, reliable, efficient transportation " nor does it have the opportunity afforded other areas in Alaska "to develop and maintain a reasonable standard of living and high quality of life...."

HB 80 that Representative Salmon has introduced is the kind of infrastructure that is long, long overdue for the Yukon. Mr. Salmon has clearly introduced a bill which will seriously address and correct situations for the long term. It is a practical solution long needed, warranted and deserved by his constituents. Coming from the Yukon River village of Beaver, Mr. Salmon certainly realizes and understands far more than most legislators concerning what is required in an area of the state that has been long over looked, ignored, and neglected. We respect and appreciate his efforts. Our Association fully supports HB 80.

We feel you as Governor should exert your Executive Authority to endorse and fully support HB 80.

Additionally, we would appreciate the opportunity to discuss with you or your staff this very serious problem of transportation costs on the Yukon. It is at the point now that it is going to seriously disrupt what is left of our fisheries.

Sincerely:



William Charles  
Chairman of the Board  
Yukon Delta Fisheries Development Association

cc: Rep. Woodie Salmon - House District 6, Berney Richert, Jr., U.S. Dept. of Commerce Economic Development Administration, Steve Titus - State of Alaska, Dept. of Transportation and Public Facilities Northern Region, Rep. Richard Foster, Sen. Donald Olson, House Transportation Committee Members: Chairman - Rep. Kyle Johansen, Vice Chairman - Rep. Mark Neuman, Rep. Anna Fairclough, Rep. Craig Johnson, Rep. Vic Kohring, Rep. Mike Doogan

From:

02/02/2007 11:31 #088 P.001/001



Ruby Tribal Council  
Agnes M. Wright Bldg  
P.O. Box 68210  
Ruby, Alaska 99768  
Phone: 907-468-4479  
Fax: 907-468-4474

**received**  
2/2/07

FACSIMILE

State of Alaska  
Honorable Representative Woodie Salmon  
State Capitol, Room 114  
Juneau, AK 99801-1182

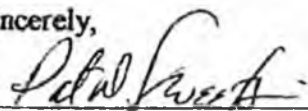
Fax: 907-465-2197

February 02, 2007

Dear Honorable Salmon,

On behalf of the community of Ruby we support your efforts to introduce a legislative bill to consider and study the expansion of the marine highway to include the Yukon River and its tributaries. The waterways are our transportation highways both winter and summer and a study would greatly enhance our collective decisions to address rural Alaska marine highway needs as they do in other parts of the State.

Sincerely,

  
Pat D. Sweetsir, Tribal Administrator

Cc/Fax: Honorable Senator Albert Kookash  
1-907-465-2827

Honorable Woodie Salmon  
House of Representatives  
Juneau, AK 99801  
[Representative Woodie Salmon@legis.state.ak.us](mailto:Representative_Woodie_Salmon@legis.state.ak.us)

April 21, 2007

I have been advised by both Representative Woodie Salmon and Senator Albert Kookesh that HB 80 concerning a study of a ferry transportation system on the Yukon River and other Interior waterways is being considered for hearings. I am delighted to hear this which should add more and newer information to a study that was done many years ago, somewhere in the late sixties.

It is appropriate to study less expensive ways for Interior transportation to become more effective. With the extremely high price of gasoline, especially aviation gasoline in rural Alaska, a new less expensive mode of transportation should certainly be considered. The Southern part of the State enjoys very large subsidies for a marine transportation system which ties together once very isolated communities. Should we not at least try to bring aid to a part of Alaska that needs the same remedy that other parts of Alaska now enjoy?

I also believe that the former study touched on hovercraft (air cushioned vehicles) to facilitate travel both summer and winter.

Even though HB 80 is only to study the feasibility of such a project, it never the less is an extremely important first step.

Please use this for public testimony as I will be out of the State on the 26<sup>th</sup> of April.

Hugh Fate  
Retired State Representative

750 Farmers Loop Road  
Fairbanks, AK 99712

907 457 6860

**CS FOR HOUSE BILL NO. 80(TRA)**

**IN THE LEGISLATURE OF THE STATE OF ALASKA**

**TWENTY-FIFTH LEGISLATURE - FIRST SESSION**

**BY THE HOUSE TRANSPORTATION COMMITTEE**

**Offered:**

**Referred:**

**Sponsor(s): REPRESENTATIVES SALMON AND CISSNA**

**A BILL**

**FOR AN ACT ENTITLED**

1 "An Act directing preparation of a feasibility study report relating to expanding the  
2 Alaska marine highway system to Yukon and Kuskokwim River locations."

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

4 \* **Section 1.** The uncodified law of the State of Alaska is amended by adding a new section  
5 to read:

6 **FEASIBILITY STUDY.** (a) The Department of Transportation and Public Facilities  
7 shall prepare a study on the feasibility of expanding the Alaska marine highway system to  
8 Yukon and Kuskokwim River locations.

9 (b) In conducting the study required by (a) of this section, the department shall  
10 consider, but is not limited to, studying the feasibility of using the latest vessel technology,  
11 including the Exploration Craft, a multipurpose vessel that is designed to be capable of  
12 efficient performance at high speed, in ice, and in shallow water, and that will be used by the  
13 Matanuska-Susitna Borough.

14 (c) Unless the department includes the study required by this section in a

1 comprehensive long-range plan for the development and improvement of the Alaska marine  
2 highway system under AS 19.65.011 that is delivered to the legislature during 2008, the  
3 department shall prepare the feasibility study required by this section and deliver it to the  
4 legislature not later than February 1, 2008.

25-LS0360K  
Kane  
4/26/07

**CS FOR HOUSE BILL NO. 80(TRA)**

**IN THE LEGISLATURE OF THE STATE OF ALASKA  
TWENTY-FIFTH LEGISLATURE - FIRST SESSION**

**BY THE HOUSE TRANSPORTATION COMMITTEE**

**Offered:  
Referred:**

**Sponsor(s): REPRESENTATIVES SALMON AND CISSNA**

**A BILL**

**FOR AN ACT ENTITLED**

1 "An Act directing preparation of a feasibility study report relating to expanding the  
2 Alaska marine highway system to Yukon and Kuskokwim River locations."

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

4 \* **Section 1.** The uncodified law of the State of Alaska is amended by adding a new section  
5 to read:

6 FEASIBILITY STUDY. (a) The Department of Transportation and Public Facilities  
7 shall prepare a study on the feasibility of expanding the Alaska marine highway system to  
8 Yukon and Kuskokwim River locations.

9 (b) In conducting the study required by (a) of this section, the department shall  
10 consider, but is not limited to, studying the feasibility of using the latest vessel technology,  
11 including the Exploration Craft, a multipurpose vessel that is designed to be capable of  
12 efficient performance at high speed, in ice, and in shallow water, and that will be used by the  
13 Matanuska-Susitna Borough.

14 (c) Unless the department include the study required by this section in a

1 comprehensive long-range plan for the development and improvement of the Alaska marine  
2 highway system under AS 19.65.011 that is delivered to the legislature during 2008, the  
3 department shall prepare the feasibility study required by this section and deliver it to the  
4 legislature not later than [February 1, 2008.]

June 30, 2008

# FISCAL NOTE

**STATE OF ALASKA**  
**2007 LEGISLATIVE SESSION**

Fiscal Note Number: \_\_\_\_\_  
Bill Version: HB80-DOT-PD-4-24-07  
( ) Publish Date: \_\_\_\_\_

Revision Date/Time (Note if correction): \_\_\_\_\_ Dept. Affected: DOT&PF  
Title Ferry Service, Incl. Yukon/Kusksokwim RDU Planning  
Component Statewide Program Development  
Sponsor Reps Salmon, Cissna  
Requester H. TRA Component No. 2762

**Expenditures/Revenues** (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Personal Services						
Travel						
Contractual	400.0	600.0				
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
<b>TOTAL OPERATING</b>	<b>400.0</b>	<b>600.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

<b>CAPITAL EXPENDITURES</b>						
-----------------------------	--	--	--	--	--	--

<b>CHANGE IN REVENUES ( )</b>						
-------------------------------	--	--	--	--	--	--

**FUND SOURCE** (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF	400.0	600.0				
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
<b>TOTAL</b>	<b>400.0</b>	<b>600.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Estimate of any current year (FY2007) cost: 0.0

Mark this box (X) if funding for this bill is included in the Governor's FY 2008 budget proposal:

**POSITIONS**

Full-time						
Part-time						
Temporary						

**ANALYSIS:** *(attach a separate page if necessary)*

The Department will conduct a study of the feasibility of providing ferry service to communities on the Yukon River from the mouth to Eagle and on the Kuskokwim River from the mouth to McGrath. This study will identify infrastructure needs and regulatory issues for each community as well as options for types of service and frequency and their associated costs. This study will be done following the procedures set out in 17AAC05.130 - 145 for development of transportation plans to insure it can be incorporated into the Statewide Transportation Plan. This includes significant public participation. It is estimated that it will take two years to complete the study. The Department will contract out this project and use current staff to oversee the project.

Prepared by: Mary Siroky Phone 465-4772  
Division Commissioner's Office Date/Time 4-24-07; 12:00pm  
Approved by: John MacKinnon, Deputy Commissioner Date 4/24/2007  
Agency Department of Transportation and Public Facilities

## House Transportation

April ~~26~~<sup>27</sup>, 2007

- This afternoon the committee has 3 bills scheduled. HB 80, HB 106, and HB 180. The sponsor of HB 180 has asked that it not be heard so that bill hearing is cancelled.

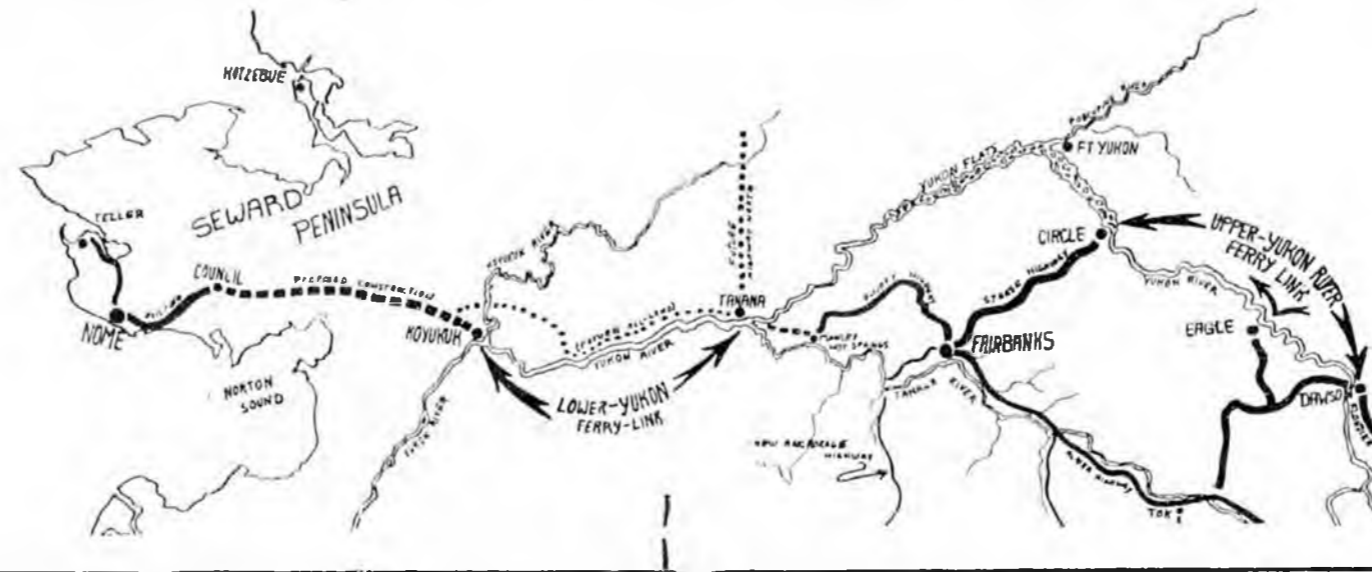
### **HB 80 – Representative Salmon**

- The first bill up is HB 80, sponsored by Rep. Salmon. He will introduce the original bill to the committee.
- There is a CS. Is there a motion to bring the CS before the committee. My staff will review the changes in the CS.
- Testimony from DOT personnel (Director of AMHS, Dennis Hardy / Jeff Otteson)
- Public Testimony
- Is there a motion to move the bill?

### **HB 106 – Governor Palin Through House Rules Committee**

- Is there anyone here to present the bill for the Governor?
- Adjourn?

# A New Highway Concept-- North, East, West, via Yukon Ferry Links



## The Lower-Yukon Ferry

The Lower-Yukon River Ferry would create a vital link in the eventual "all-land route" to Nome and northwest Alaska, bringing that long-sought and elusive highway into being years earlier and at a fraction of initial cost.

The plan calls for the continuation of the Elliott Highway (out of Fairbanks) 50 miles onward to the Yukon at Tanana.

On the Nome end, the Nome-Council Highway would be built 230 miles on to Koyukuk Village on the Yukon River following the exact route of the eventual entire land route.

The Lower-Yukon Ferry link would then tie these two highways together along 200 miles of the Yukon River between Tanana and Koyukuk Village with six trips a week service.

Such a fast ferry costing less than \$500,000 could bring this highway into a "functioning reality" years earlier, while funds and construction were pursued for eventual continuation of the all-land route.

The greatest block to the all-land Nome Highway has been cost in excess of \$100 Million. The plan political reality has always been the fact that Fairbanks could not obtain this grant share of State-Federal Highway funds.

A temporary reasonable alternative therefore seemed in order if we expect to progress in the near future. As opposed to the \$100-Million all-land route, the highway west using the initial ferry link would cost less than \$10 Million, suddenly bring the project within the realm of possibility.

The Lower-Yukon ferry would provide Fairbanks with another highway route that "goes somewhere" within the foreseeable future. It would allow us to penetrate the mineral-rich areas of the Kobuk and Seward Peninsula, as well as the Yukon and Koyukuk Valleys.

Fast, efficient modern ferries would have significant tourist impact, and would mean \$20 Million in bridges would temporarily be avoided across the Yukon and Koyukuk Rivers, as well as \$40 Million in highway construction.

The Lower-Yukon link is not a substitute for an eventual all-land route. It simply recognizes the tremendous problems of such an immediate route and provides a temporary solution to begin development earlier.

## An Idea, A Plan, A Great Potential For a Fairbanks Highway Cross-Roads In Interior and Northwest Development

**EDITOR'S NOTE:** The Yukon Ferry Program was introduced by Rep. Bradner, Orbeck, Miller, and Young, in an effort to develop an overall future highway plan for Fairbanks and Interior Alaska.

An area must have transportation to grow; air routes, railroads, and highways, feeding commerce of an entire region into large commercial service centers such as Fairbanks.

Fairbanks is presently an air center, and there is the distant possibility of a railroad north. But Fairbanks also presently has only one main highway of access—The Richardson. Our other highways are all terminal roads ending "nowhere" and not fulfilling their purpose!

The problem of growth and transportation development is always money—dollars with which to build, aid, and initiate growth.

The bitter battles of securing funds means projects and "through routes" are years in coming about; as sections of the State must "fight" other sections for "their share."

We have been stalled in our development highway efforts to the North, East and West. The Upper-Yukon and Lower-Yukon Ferry

proposals are meant to offer a unique solution for making Fairbanks a highway center years earlier and at an amazing low cost.

### FOUR HIGHWAYS

By 1972 we hope to add the new Fairbanks-Nenana-Anchorage Highway as a new link.

That highway will be our second access route—and the addition of the Steese-Upper-Yukon Ferry route about that 1972 date, and shortly thereafter the Northwest-Lower-Yukon ferry link, will bring Fairbanks commercial highway access routes from the present one to four.

### Upper-Yukon

The Upper-Yukon Ferry at almost no cost to the state is designed to create the Steese Highway into a main highway feeding tourists and development into the backdoor of Fairbanks from the Yukon.

### Lower-Yukon

The Lower-Yukon ferry link will give Fairbanks a highway west to the mineral-rich Seward Peninsula,

## The Upper-Yukon Ferry

The Upper-Yukon Ferry would create both a tourist attraction of outstanding proportion and a basic new highway connection to the outside world for Fairbanks over the Steese Highway.

The Steese Highway presently terminates at Circle City on the Yukon River, and is not a through connection to any population center. It is a terminal highway—incomplete!

However, a seasonal fast ferry service along 285 miles of the beautiful Upper-Yukon River could tie the Steese Highway to the Taylor Highway, at Eagle, and the Klondike Highway at Dawson City.

This 285-mile link would convert the Steese Highway into a "through route"—a brand new highway arterial for Fairbanks. The traveler could drive the Steese Highway, take the ferry to Dawson City, drive the Klondike Highway to Whitehorse, and then go down the Alaska Highway or outside over the Southeastern ferries.

Such a ferry could either be state-owned, or due to the outstanding tourist potential it might be privately owned with initial state aid.

In years past the White Pass and Yukon operated steamboats over

this route in what was a world-famous trip until World War II brought its end.

The ferry run between Circle, Eagle, and Dawson would follow 285 miles of the Yukon River bordered by towering bluffs and cliffs, and often called the Danube of America.

The proposed uniquely designed ferry could make the downstream run in less than 18 hours, and the upstream run in under 30 hours. The vessel could carry approximately 50 vehicles, including both freight vans and tour busses, and 150 passengers with stateroom and dining accommodations.

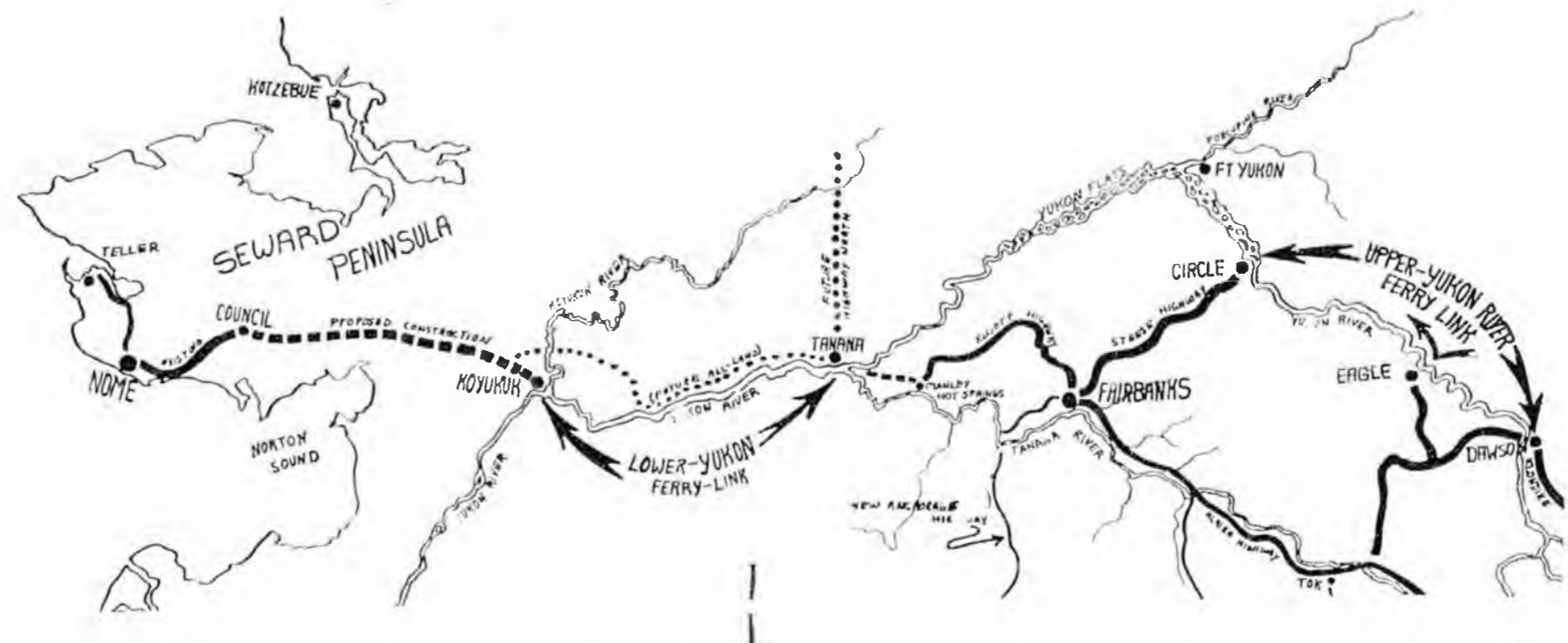
Rates would be comparable to the present southeastern system.

The Upper-Yukon Ferry would tie three existing low-use highways together without a mile of new highway needing to be built, and would turn the Steese Highway into a meaningful route.

And such a ferry link could cost less than \$500,000.

The Upper-Yukon Ferry would reclaim the past world fame of the White Pass Steamboats as a tourist attraction, it would open up the beautiful upper-Yukon River, create a new access highway for Fairbanks, and at a fantastically minimal cost.

# A New Highway Concept-- North, East, West, via Yukon Ferry Links



## The Lower-Yukon Ferry

The Lower-Yukon River Ferry would create a vital link in the eventual "all-land route" to Nome and northwest Alaska, bringing that long-sought and elusive highway into being years earlier and at a fraction of initial cost.

The plan calls for the continuation of the Elliott Highway (out of Fairbanks) 59 miles onward to the Yukon at Tanana.

On the Nome end, the Nome-Council Highway would be built 240 miles on to Koyukuk Village on the Yukon River following the exact route of the eventual entire land route.

The Lower Yukon Ferry link would then tie these two highways together along 200 miles of the Yukon River between Tanana and Koyukuk Village with six trips a week service.

Such a fast-ferry costing less than \$500,000 could bring this highway into a "functioning reality" years earlier, while funds and construction were pursued for eventual continuation of the all-land route.

The greatest block to the all-land Nome Highway has been cost — in excess of \$100-Million. The plain political reality has always been the fact that Fairbanks could not obtain this giant share of State Federal Highway funds.

A temporary reasonable alternative therefore seemed in order if we expect to progress in the near future. As opposed to the \$100-Million all-land route, the highway west using the initial ferry link would cost less than \$40-Million, suddenly bring the project within the realm of possibility.

The Lower-Yukon ferry would provide Fairbanks with another highway route that "goes somewhere" within the foreseeable future. It would allow us to penetrate the mineral-rich areas of the Kobuk and Seward Peninsula, as well as the Yukon and Koyukuk Valleys.

Fast, efficient modern ferries would have significant tourist impact, and would mean \$20 Million in bridges would temporarily be avoided across the Yukon and Koyukuk Rivers, as well as \$40-Million in highway construction.

The Lower-Yukon link is not a substitute for an eventual all-land route. It simply recognizes the tremendous problems of such an immediate route and provides a temporary solution to begin development earlier.

## An Idea, A Plan, A Great Potential For a Fairbanks Highway Cross-Roads In Interior and Northwest Development

**EDITOR'S NOTE:** The Yukon Ferry Program was introduced by Rep. Bradner, Orbeck, Miller, and Young in an effort to develop an overall future highway plan for Fairbanks and Interior Alaska.

An area must have transportation to grow; air routes, railroads, and highways, feeding commerce of an entire region into large commercial service centers such as Fairbanks.

Fairbanks is presently an air center, and there is the distant possibility of a railroad north. But Fairbanks also presently has only one main highway of access — The Richardson. Our other highways are all terminal roads ending "nowhere" and not fulfilling their purpose!

The problem of growth and transportation development is always money — dollars with which to build, aid, and initiate growth.

The bitter battles of securing funds means projects and "through routes" are years in coming about as sections of the State must "fight" other sections for "their share."

We have been stalled in our development highway efforts to the North, East, and West. The Upper-Yukon and Lower-Yukon Ferry

proposals are meant to offer a unique solution for making Fairbanks a highway center years earlier and at an amazing low cost.

### FOUR HIGHWAYS

By 1972 we hope to add the new Fairbanks-Nenana-Anchorage Highway as a new link.

That highway will be our second access route and the addition of the Steese-Upper Yukon Ferry route about that 1972 date, and shortly thereafter the Northwest-Lower Yukon ferry link, will bring Fairbanks commercial highway access routes from the present one to four.

### Upper-Yukon

The Upper-Yukon Ferry at almost no cost to the state is designed to create the Steese Highway into a main highway feeding tourists and development into the backdoor of Fairbanks from the Yukon.

### Lower-Yukon

The Lower-Yukon ferry link will give Fairbanks a highway west to the mineral-rich Seward Peninsula,

## The Upper-Yukon Ferry

The Upper-Yukon Ferry would create both a tourist attraction of outstanding proportion and a basic new highway connection to the outside world for Fairbanks over the Steese Highway.

The Steese Highway presently terminates at Circle City on the Yukon River, and is not a through connection to any population center. It is a terminal-highway — incomplete!

However, a seasonal fast ferry service along 285 miles of the beautiful Upper-Yukon River could tie the Steese Highway to the Taylor Highway, at Eagle, and the Klondike Highway at Dawson City.

This 285 mile link would convert the Steese Highway into a "through route" — a brand new highway arterial for Fairbanks. The traveler could drive the Steese Highway, take the ferry to Dawson City, drive the Klondike Highway to Whitehorse, and then go down the Alaska Highway or outside over the Southeastern ferries.

Such a ferry could either be state-owned, or due to the outstanding tourist potential it might be privately-owned with initial state aid.

In years past the White Pass and Yukon operated steamboats over

this route in what was a world-famous trip until World War II brought its end.

The ferry run between Circle, Eagle, and Dawson would follow 285 miles of the Yukon River bordered by towering bluffs and cliffs, and often called the Danube of America.

The proposed uniquely designed ferry could make the downstream run in less than 18 hours, and the upstream run in under 30 hours. The vessel could carry approximately 50 vehicles, including both freight vans and tour busses, and 150 passengers with stateroom and dining accommodations.

Rates would be comparable to the present southeastern system.

The Upper-Yukon Ferry would tie three existing low-use highways together without a mile of new highway needing to be built, and would turn the Steese Highway into a meaningful route.

And such a ferry link could cost less than \$500,000.

The Upper-Yukon Ferry would reclaim the past world fame of the White Pass Steamboats as a tourist attraction, it would open up the beautiful upper-Yukon river, create a new access highway for Fairbanks, and at a fantastically minimal cost.



## **Governor Praises Shipyard For Achievements**

*Cutting edge of technology starting in Ketchikan*

By Dick Kauffman

July 23, 2006

Sunday

Ketchikan, Alaska - Referring to the new \$28 million high-tech vessel the Alaska Ship and Drydock has been chosen to build for the Matanuska-Susitna Borough, Governor Frank H. Murkowski said, "It's pretty exciting. The cutting edge of technology is starting out right here in Ketchikan."

Speaking to employees at the Alaska Ship and Drydock recently during a visit to Ketchikan, Governor Murkowski said constructing this unique loading and unloading vessel could really establish - particularly with the military - an opportunity. "The fact that you folks are given the challenge of putting this together is certainly a testimony to your capabilities and expertise," said Murkowski.



Governor Murkowski & Rep. Jim Elkins at the Schoenbar Middle School Project site, July 14th. In addition to visiting the Alaska Ship and Drydock, Governor Murkowski also toured the on-going Schoenbar Middle School construction project, and attended a community barbecue at the local A&P Market.

Photo By Dick Kauffman

The vessel that Murkowski was referring to is the new high-tech shape-shifting vessel the shipyard will be constructing for the Matanuska-Susitna Borough. The construction is funded by the Office of Naval Research and the United States Navy will be working with the Matanuska-Susitna Borough to test the vessel by putting it to work ferrying workers and materials in the construction of the Knik Arm Bridge.

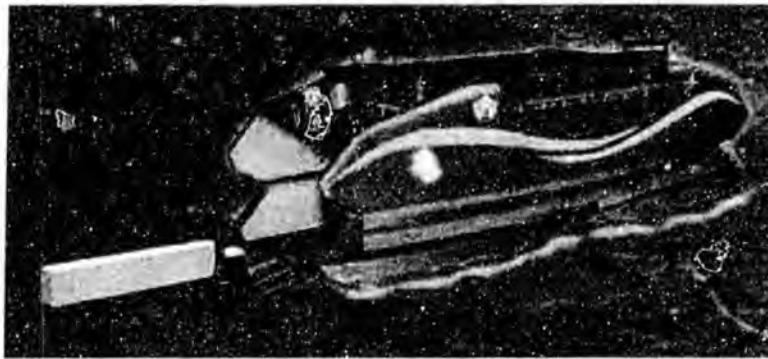
Matanuska-Susitna Borough selected Lockheed Martin Corporation as the contractor to engineer and complete the preliminary design of the vessel and Guido Perle & Associates is completing the final design of the vessel. Alaska Ship and Drydock in Ketchikan was selected to build this high-tech "barge" and "high speed" mode vessel.

The design in this new ferry incorporates commercial lift boat technology that will allow the ferry to change from the SWATH mode to a barge mode. The boat will be able to lower and raise its center deck and in the barge mode it could be used as a landing craft and would require little

infrastructure for docking.

In the barge mode, the vessel operates with as little as 3 feet of draft, while in the high-speed mode, the vessel may operate in sea state 4 and travel at 20+ knots. The vessel will demonstrate new naval technologies that may be used in the next generation of military landing craft according to project information.

Among the assortment of benefits and uses of the new ferry listed by the Matanuska-Susitna Borough, the ferry will shorten commute time between Port MacKenzie and Anchorage; brings high-tech manufacturing jobs to Alaska; would provide emergency response capabilities to support the Ted Stevens International Airport; and would be used to ferry workers and materials in the construction of the Knik Arm Bridge.



Barge mode  
Graphic courtesy Matanuska-Susitna Borough

Known as an E-craft (Expeditionary Craft) by the military, the Lockheed Martin design calls for twin submerged hulls supported by short struts which should perform well in a variety of sea conditions. The vessel is designed to

push through broken ice and could break up to 2 feet of ice. This waterplane area twin hull technology is also known as SWATH, an acronym meaning Small-Waterplane-Area Twin-Hull.

The VariCraft, the name given to the design by Lockheed Martin, will accommodate about 20 vehicles and 100 passengers. Crossings between Point MacKenzie and Ship Creek in Anchorage would take approximately 25 minutes including loading and unloading. The vessel would be under construction this summer at the Ketchikan shipyard and is expected to be in operation by late 2007.

When asked by the Governor when work was expected to begin on the new ferry Doug Ward, project manager of the Ketchikan shipyard, said they would be starting the project soon with the final designs expected in September. Guido Perle & Associates is completing the final design of the vessel.

Murkowski said. "I can't tell you how much interest there is in this vessel

you folks will build." He said the Ketchikan shipyard is having an impact all over the state.

"We'll be watching this pretty closely. Hopefully everybody is convinced that it will work. When you depart from a design and do something entirely different there are certain risks to it," said Murkowski.

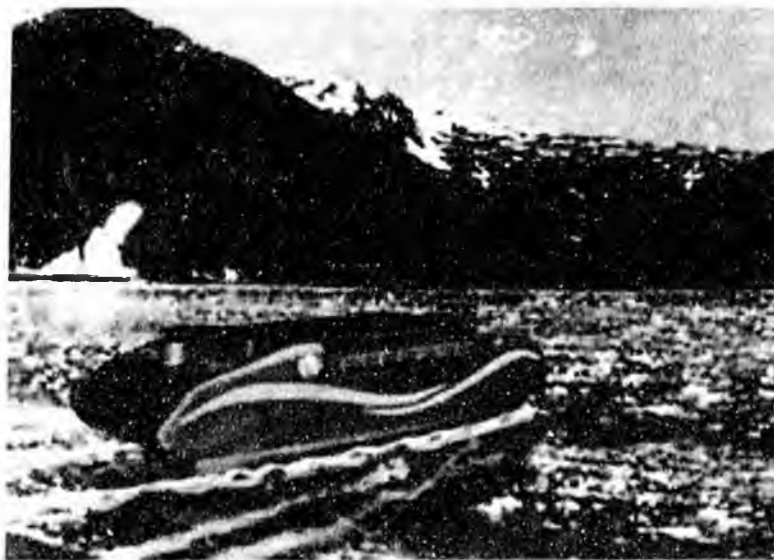
"You folks are doing extraordinarily well and we're very proud of you," said Governor Murkowski.

This is the second marine vessel that the Ketchikan Shipyard will build. The first vessel was the ferry Oral Freeman for the Ketchikan Gateway Borough.

When asked by the Governor the number of employees working at the shipyard Doug Ward, project manager of the Ketchikan shipyard, said, "We're running a winter time average of a little over 100 workers now." He said in five to six years when they are filled out they would triple that number to 300 to 350 workers.

Another area address by the Governor was the new dry dock. In August 2002, AIDEA was awarded a \$5 million grant from the Economic Development Agency (EDA) for adding a second ship lift. Ward said Ketchikan Ship & Drydock's new 2,500-ton floating dry-dock will be built by a Chinese firm. The new floating dry-dock will provide the Ketchikan Ship & Drydock, additional shiplift capacity on the drydocks and will allow for the transfer of ships onto land and into a covered facility.

Bids for the new dry dock were opened in June 2005 and January 2006 and rejected both times. The Alaska Industrial Development and Export Authority (AIDEA) and the Penglai Bohai Ship Co. finalized a \$9.2 million deal in June 2006. The new dry-dock is



SWATH mode  
Graphic courtesy Matanuska-Susitna Borough

expected to be delivered by the end of July 2007. Funding for the project is a combination of state and federal money.

The AIDEA Development Plan also includes options for future growth at the facility. The state-owned shipyard has other planned improvements that include: a covered fabrication area, employee facilities, dry-dock cover and office space, upgrades to support vessel repair activities, upland vessel rail transport system, vessel hull washing system, pier-side crane, and various material handling and storage additions.

According to AIDEA, the \$40 million of improvements proposed in the most recent Development Plan will increase shipyard efficiency and production capacity and improve services, ultimately creating a commercially viable shipyard and increased employment for the long-term.

The Governor said, "I remember when the Legislature first put this concept together to have our own shipyard in Ketchikan". He said, "Of course at that time it was underfunded and they didn't have the expertise and management capability or for that matter, the dedicated crafts persons like you are."

When the shipyard was first established in Ketchikan in the 1980's, the Alaska Department of Transportation ( DOT/PF) spent approximately \$38 million to construct the shipyard facility to be capable of providing maintenance for the Alaska Marine Highway System. At that time, under an agreement with the state, the City of Ketchikan subleased operation and management of the shipyard to private contractors. Each operator experienced operational and financial difficulties and in 1991, the state canceled its lease with the City of Ketchikan and closed the shipyard facility for two years.

In November 1993, the Alaska Department of Transportation & Public Facilities ( DOT/PF) awarded an operating contract to reopen the facility and to manage Alaska Marine Highway System overhaul projects. In July 1997, DOT/PF transferred title of the facility to Alaska Industrial Development and Export Authority (AIDEA) and the Department of Transportation committed to perform, on average, a minimum of \$300,000 a year of work at the Ketchikan Shipyard for ferry overhauls and refurbishment for a period of three years.

AIDEA, the City of Ketchikan and the Ketchikan Borough negotiated an agreement that described each party's contributions to supporting the shipyard. Recently a new long term intergovernmental agreement among AIDEA, the City of Ketchikan and the Ketchikan Gateway Borough was executed in September 2005. A new shipyard operating agreement with Alaska Ship and Drydock went into effect December 1, 2005.

Murkowski said the whole community supports the shipyard. It's taken a long time coming. The important thing is that the Alaska Ship and Drydock is competitive. And if you're not competitive, you don't get to work said Murkowski.

"It's a pretty exciting time to be in Alaska. The state's going to start moving

and we're going to do it with solid, responsible resource development," said Murkowski. To the Alaska Ship & Drydock employees Murkowski said, "You folks are going to play a major part of it down in this part of the country."

[Publish A Letter on SitNews](#)

[Read Letters/Opinions](#)

[Contact the Editor](#)

SitNews  
Stories In The News  
Ketchikan, Alaska



CHURCH  
SEA

RUSSIAN FEDERATION  
UNITED STATES

BERING  
SEA

Uelen

Nome

Diomedes  
Island

Teller

Diomedes  
Island

Nome

Council

Taylor

Kotzebue

Point Hope

Prudhoe Bay

ARCTIC  
OCEAN

Barrow

Behel

Togiak

Dillingham

Aleknagik

Newhalen

Hamm

Pedro Bay

Homer

Kenai

Hop

Whittier

Seward

Valdez

Gordova

McCarty

ANCHORAGE

McGrath

Ophe

Polk

Kanishin

Hot Springs

Hot Springs

Hot Springs

Hot Springs

Hot Springs

Hot Springs

Hot Springs

Hot Springs

Hot Springs

Hot Springs

Hot Springs

Hot Springs

Hot Springs

Chignik

ALASKA PENINSULA

Port Lions

Kodiak Island

Kodiak

King Salmon

Naknek

King Salmon

King Salmon

King Salmon

King Salmon

King Salmon

King Salmon

King Salmon

King Salmon

King Salmon

King Salmon

King Salmon

King Salmon

King Salmon

King Salmon

King Salmon

King Salmon

Sand Point

GULF OF ALASKA

ALASKA  
YUKON TERRITORY

Yakutat

Revisor's notes. Formerly AS 19.05.130. Re-numbered in 1981.

Reorganized in 1986 to alphabetize the defined terms.

NOTES TO DECISIONS

Maintenance. — Maintenance as defined in paragraph (9) [now (10)] refers to some type of active work undertaken to preserve the utility facility. Johnson v. State, 636 P.2d 47 (Alaska 1982).

right-of-way across United States military base. Shultz v. Department of Army, 96 F.3d 1222 (9th Cir. 1996), cert. denied, 523 U.S. 1072, 118 S. Ct. 1511, 140 L. Ed. 2d 665 (1998).

Rights-of-way across military bases. — Because defendant did not sustain his burden to factually establish a continuous route or a right-of-way under Alaska common law, he was not entitled to use alleged

Applied in State v. T'Anson, 529 P.2d 188 (Alaska 1974); Ault v. State, 688 P.2d 951 (Alaska 1984).

Quoted in State v. Lewis, 785 P.2d 24 (Alaska 1990).

Sec. 19.45.002. Penalties. A person who violates a provision of AS 19.05 — AS 19.25, other than a provision of AS 19.25.080 — 19.25.180, is guilty of a misdemeanor and upon conviction is punishable by a fine of not less than \$10 nor more than \$500, or by imprisonment in jail for a period not to exceed one year, or by both. (§ 7 art VII title II ch 152 SLA 1957; am § 6 ch 10 SLA 1997)

Revisor's notes. — Formerly AS 19.05.140. Re-numbered in 1981.

effective July 20, 1997, substituted "a provision" for "any provision," and inserted ", other than a provision of AS 19.25.080 — 19.25.180," near the beginning.

Effect of amendments. — The 1997 amendment, Sec. 19.45.015. [Renumbered as AS 19.10.270.]

Chapter 60. Ferry Terminal Facilities.

Sec. 19.60.010. — 19.60.070. [Renumbered as AS 19.65.030(a) — (g).]

Chapter 65. Alaska Marine Highway System.

Article

- 1. Comprehensive Plan, Vessels, and Facilities (§§ 19.65.011 — 19.65.035)
- 2. Alaska Marine Highway System Fund and Budget (§§ 19.65.050 — 19.65.100)

Article 1. Comprehensive Plan, Vessels, and Facilities.

Section

- 11. Comprehensive long-range plan
- 20. Naming of vessel or facility
- 30. Acquisition and maintenance of ferry terminal site facilities

Section

- 35. Transportation of members of the Alaska organized militia

Cross references. — For provisions concerning animals on state ferries, see AS 03.53.010.

1992  
1997  
2002  
2007

Sec. 19.65.010. Duty station or port change for employees of the Alaska marine highway system. [Repealed, § 52 ch 59 SLA 1982.]

Sec. 19.65.011. Comprehensive long-range plan. The Department of Transportation and Public Facilities shall prepare a comprehensive long-range plan for the development and improvement of the Alaska marine highway system and shall revise and update the plan at least every five years. The department shall submit the comprehensive long-range plan and revisions and updates of the plan to the legislature. (ch 94 SLA 1992)



# ALASKA STATE LEGISLATURE

REPRESENTATIVE WOODIE SALMON

## HB 80: SPONSOR STATEMENT

**“An Act expanding the Alaska marine highway system to Yukon and Kuskokwim River Locations and relating to the duty of the Department of Transportation and Public Facilities to construct, purchase, or lease ferry terminal facilities.”**

HB 80 requires the State Department of Transportation and Public Facilities to study the feasibility of a state ferry system on the Yukon and Kuskokwim Rivers.

Alaskan communities along the Yukon and Kuskokwim Rivers would benefit greatly from a seasonal ferry service for transporting passengers, vehicles and cargo. Ferry service with regular schedules would provide an economic boost to villages by providing tourists with a convenient means of traveling through the area. The new jobs created would also help the economy and directly benefit the communities. In addition, a ferry system would be a reliable and safe alternative to traveling the rivers independently in smaller boats, and provide a greater sense of connectedness and community among villages.

Currently, summertime barge service up and down the Yukon and Kuskokwim Rivers are slow and infrequent. Many communities will only experience one or two barge deliveries per year. With regular ferry service, local residents of villages along the Yukon and Kuskokwim Rivers would have another option for shipment of groceries and supplies, which could help lower prices.

A century ago, these rivers were primary routes of transportation linking interior communities during the gold rush era. A revitalization of these waterways would surely provide immediate benefits to locals, and encourage growth of tourism and a stronger economy for future generations of Alaskans. A feasibility study is a positive first step in this process. I respectfully ask for your support.

Thank you.

# FISCAL NOTE

**STATE OF ALASKA**  
**2007 LEGISLATIVE SESSION**

Fiscal Note Number: \_\_\_\_\_  
 Bill Version: HB80-DOT-PD-4-24-07  
 () Publish Date: \_\_\_\_\_

Revision Date/Time (Note if correction): \_\_\_\_\_ Dept. Affected: DOT&PF  
 Title Ferry Service, Incl. Yukon/Kuskokwim RDU Planning  
 Component Statewide Program Development  
 Sponsor Reps Salmon, Cissna  
 Requester H. TRA Component No. 2762

**Expenditures/Revenues** (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Personal Services						
Travel						
Contractual	400.0	600.0				
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
<b>TOTAL OPERATING</b>	<b>400.0</b>	<b>600.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

<b>CAPITAL EXPENDITURES</b>						
-----------------------------	--	--	--	--	--	--

<b>CHANGE IN REVENUES ( )</b>						
-------------------------------	--	--	--	--	--	--

**FUND SOURCE** (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF	400.0	600.0				
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
<b>TOTAL</b>	<b>400.0</b>	<b>600.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Estimate of any current year (FY2007) cost: 0.0  
 Mark this box (X) if funding for this bill is included in the Governor's FY 2008 budget proposal:

**POSITIONS**

Full-time						
Part-time						
Temporary						

**ANALYSIS:** (Attach a separate page if necessary)

The Department will conduct a study of the feasibility of providing ferry service to communities on the Yukon River from the mouth to Eagle and on the Kuskokwim River from the mouth to McGrath. This study will identify infrastructure needs and regulatory issues for each community as well as options for types of service and frequency and their associated costs. This study will be done following the procedures set out in 17AAC05.130 - 145 for development of transportation plans to insure it can be incorporated into the Statewide Transportation Plan. This includes significant public participation. It is estimated that it will take two years to complete the study. The Department will contract out this project and use current staff to oversee the project.

Prepared by: Mary Siroky Phone 465-4772  
 Division: Commissioner's Office Date/Time 4-24-07; 12:00pm  
 Approved by: John MacKinnon, Deputy Commissioner Date 4/24/2007  
 Agency: Department of Transportation and Public Facilities

Honorable Woodie Salmon  
House of Representatives  
Juneau, AK 99801  
Representative Woodie Salmon@legis.state.ak.us

April 21, 2007

I have been advised by both Representative Woodie Salmon and Senator Albert Kookesh that HB 80 concerning a study of a ferry transportation system on the Yukon River and other Interior waterways is being considered for hearings. I am delighted to hear this which should add more and newer information to a study that was done many years ago, somewhere in the late sixties.

It is appropriate to study less expensive ways for Interior transportation to become more effective. With the extremely high price of gasoline, especially aviation gasoline in rural Alaska, a new less expensive mode of transportation should certainly be considered. The Southern part of the State enjoys very large subsidies for a marine transportation system which ties together once very isolated communities. Should we not at least try to bring aid to a part of Alaska that needs the same remedy that other parts of Alaska now enjoy?

I also believe that the former study touched on hovercraft (air cushioned vehicles) to facilitate travel both summer and winter.

Even though HB 80 is only to study the feasibility of such a project, it never the less is an extremely important first step.

Please use this for public testimony as I will be out of the State on the 26<sup>th</sup> of April.

Hugh Fate  
Retired State Representative

750 Farmers Loop Road  
Fairbanks, AK 99712

907 457 6860

From:

02/02/2007 11:31 #088 P.001/001



Ruby Tribal Council  
Agnes M. Wright Bldg  
P.O. Box 68210  
Ruby, Alaska 99768  
Phone: 907-468-4479  
Fax: 907-468-4474

received  
2/2/07

FACSIMILE

State of Alaska  
Honorable Representative Woodie Salmon  
State Capitol, Room 114  
Juneau, AK 99801-1182

Fax: 907-465-2197

February 02, 2007

Dear Honorable Salmon,

On behalf of the community of Ruby we support your efforts to introduce a legislative bill to consider and study the expansion of the marine highway to include the Yukon River and its tributaries. The waterways are our transportation highways both winter and summer and a study would greatly enhance our collective decisions to address rural Alaska marine highway needs as they do in other parts of the State.

Sincerely,

A handwritten signature in cursive script, appearing to read "Pet D. Sweetsir".

Pet D. Sweetsir, Tribal Administrator

Cc/Fax: Honorable Senator Albert Kookash  
1-907-465-2827



# District No. 1 - Marine Engineers Beneficial Association (AFL-CIO)

Ben Goldrich  
Representative

HAND DELIVERED

②

February 27, 2007

Representative Woodie Salmon  
Alaska State Legislature  
State Capitol - Room 114  
Juneau, Alaska 99801

Re: House Bill 80

Dear Representative Salmon:

I commend you and Representative Cissna for introducing House Bill 80, an act that would expand the Alaska Marine Highway System to the Yukon and Kuskokwim Rivers. The first step in making this proposal a reality is to study the possible marine operations on the rivers, as is contemplated in your bill.

It is conceivable that ferry operations might also be feasible on the Stikine River and I urge you to work with your legislative colleagues to possibly expand the scope of the legislation. As you know, there was significant maritime trade on the Yukon, Kuskokwim and Stikine Rivers well into the latter part of the last century. Studying and possibly providing future ferry operations on these magnificent rivers is in the best tradition of our state.

On behalf of the many Marine Engineers' Beneficial Association (MEBA) members I represent in Alaska, I thank you for introducing this legislation. Please all on me if I can be of any assistance in advancing the bill.

Very Truly Yours,

Ben Goldrich,  
MEBA Alaska Representative

Copy: Bud Jacque, Executive Vice-President (Via Fax)  
Don Kubley, Legislative Liaison (Via Fax)



## Yukon Delta Fisheries Development Association

1016 West Sixth Avenue • Suite 301 • Anchorage • AK 99501  
Tel: (907) 644-0326 Fax: (907) 644-0327

April 23, 2007  
At Anchorage, Alaska

Dear Governor Palin:

We are addressing this correspondence to you out of concern and our involvement with the issues and problems confronting not only the six member communities of Yukon Delta Fisheries Development Association, Grayling, Alakanuk, Kotlik, Mountain Village, Nunam Iqua, and Emmonak, but all of the villages on the Yukon River.

Representative Woodie Salmon has introduced and sponsored House Bill 80.

Title on this Bill reads: "An Act expanding the Alaska Marine Highway system to Yukon and Kuskokwim locations and relating to the duty of the Department of Transportation and Public Facilities to construct, purchase, or lease ferry terminal facilities."

Governor Palin, as you are aware there is already in existence a long established State Ferry. The Alaska Marine Highway system has been operating year-round since 1963. It currently services 32 communities in Southeast Alaska, Southwest Alaska, as well as the Alaska Peninsula, and Aleutian Islands. It benefits villages as small as the Aleutian town of False Pass with a resident population of 64 people. It provides a vital link to highways, railheads, and ports that connects Alaska and the Lower 48. It is duly understood in these communities that without the ferry system it would be extremely difficult if not outright impossible for these towns and villages to sustain an existence. The Alaska Marine Highway System has become that essential piece of infrastructure that enables these towns to continue their traditional role in Alaska. People and industry in these serviced communities rely on the ferry system as a dependable, safe, and economically efficient means of transporting goods, cargo, and people.

Currently, most areas in the State are in the midst of unprecedented economic growth. The Mat-Su Valley is annually setting records for population growth. A gas pipeline deal is being forged through your personal efforts, which will certainly bring enormous prosperity to the Railbelt. Red Dog mine has dramatically strengthened the economy of the Northwest Arctic Borough to the benefit of the residents of that district. Southeast Alaska is enjoying a strong growing economy via tourism and commercial fishing.

Page 2.

The Fairbanks North Star Borough has the benefit of steady growth and jobs through tourism, mining, oil field supply, and transportation hub. Oil revenues are at an all time high. Times are good, as they say, particularly if you reside in one of these chosen districts.

During the past few decades, government has spent billions of dollars in these areas of Alaska on the infrastructure required for these economies to prosper. The majority of those funds spent were on transportation infrastructure. Those areas of the State, which have been afforded reliable cost effective transportation have clearly prospered and reaped the economic benefits.

**However, in one region of the State, things are very, very different.**

Along the Yukon River there are well over 20 villages. Many of these have populations larger than several of the towns serviced by the State ferry system. The people and businesses in these villages have very limited options concerning travel and transportation. In most villages there are no options at all. The only "scheduled" transportation service available to these communities is by air transport. And of these towns on the Yukon River only three airports have runways and navigational aids capable of permitting heavy cargo or large passenger planes to land. There is not a single airport, town or village on the entire Yukon that has scheduled passenger jet service any longer. Most villages are serviced through an area hub which transfers passengers and cargo as necessary to maintain a minimum level of service. If you happen to be from the village of Nunam Iqua at the very mouth of the Yukon and want to get to Anchorage, you must first fly to Emmonak, then fly to Bethel, then onto Anchorage. A similar scenario unfolds when transporting freight: it costs \$1.65 cents per pound to ship ordinary goods from Anchorage to Kotlik, another village on the Lower Yukon. On the State ferry the cost of transporting the same goods the same distance is 9 cents per pound. A gallon of regular gas in towns serviced by state ferries is around \$3.00. On the Yukon River it is \$6.00 per gallon. A round trip passenger fare to Anchorage from the Lower Yukon is nearly \$1,000.00.

These exceptionally high costs are all associated with and due to the lack of infrastructure that is afforded and in place in most other areas of Alaska. There are no highways, railheads, or ports on the Yukon. As far as water transport, only one barge line provides unscheduled limited services to the Lower Yukon from the highway head at Nenana. That barge line clearly demonstrates just what effects a monopoly can have on the cost of goods and services. An example of this cost: to transport a pick-up truck from Nenana, to the town of Emmonak on the Lower Yukon, a distance of approximately 1,000 miles cost over \$5,000.00 on that barge line. To ship the same class vehicle from Bellingham, Washington to Valdez, Alaska, a distance of 1,500 miles via State Ferry costs \$450.00.

Down at the mouth of the Yukon our only means to transport goods is via air, which is cost prohibited most of the time as well as limited in capacity. This has unquestionably stagnated and prevented any substantial economic growth and now seriously threatens the only remaining cash economy on the lower river – commercial fishing. Because of this transportation issue, we can only carry out our commercial fisheries on a limited basis at best. Further compounding this problem is the fact that one of the only two air cargo companies servicing the lower river has recently upgraded to “modern” jet aircraft. Now we are faced with the fact that there will be less than half of the cargo lift available than in previous years, due to the fact the airstrips on the Lower Yukon are gravel and not suitable for jet aircraft landings.

We already have fisheries on the Lower and Middle Yukon that cannot be exploited in any manner due to the lack of cost efficient transportation. Ten years ago there were fish processing plants operating from the mouth of the Yukon all the way up and through the Middle Yukon. At one time, there were over a dozen fish processing plants on the Yukon River. Villages and their residents from the mouth all the way to Tanana were involved in commercial fishing. Residents from all the communities on the Middle and Lower Yukon had the benefit of in region employment. Over 900 limited entry fishing permits held by Alaskans were utilized in the Yukon fishery. Small business were established and built on the economy fueled by commercial fishing operations. It was truly the primary cash economy of the river. At one time the ex-vessel value of the Yukon Salmon fishery was over 15 million dollars.

It is quite a different story line today. Less than half the permit holders are able to fish due to lack of markets. The only significant fishery is taking place on the lower river, and it is clearly struggling to be competitive in the market place due to the extremely high cost of transporting product. Last season (2006) total landings netted barely 3.6 million dollars ex-vessel. There was a harvestable surplus of nearly three million chum salmon, unfortunately those fish could not be harvested to do the lack of efficient transportation to the market. Could they have been sold this would of contributed a minimum of over seven million additional dollars into the depressed economy of the Middle and Lower Yukon. There now are only two processing facilities operating on the entire river. The villages of Anvik, Kaltag, and Galena all have idled, moth balled processing facilities due to excessive transportation costs.

Page 4.

Governor Palin, there is a widely held belief and what many economists refer to as a Law of Economics:

**All Economic Development Hinges On Cost Effective Transportation Access**

There is another widely held belief, that which was first stated by a government official in the Knowles administration who toured the Lower Yukon. He referred to the economy in the villages along the river as "food stamp economies." Even today, State of Alaska web sites and tourist brochures warns travelers Yukon River villages of being "Third World like". These are the same philosophies that several legislators adhere to in their anti-rural Alaska rhetoric.

There truly is a very plain, basic reason the villages on the Yukon have sunk to the level this distinction symbolizes. There is no transportation infrastructure. Period. The villages on the Yukon are losing population, industry/business is stagnant or outright non-existent, and our traditional life style of commercial fishing is all but gone due to something as elementary as transportation.

Millions of pounds of seafood product is transported annually on State subsidized ferries. Not to mention the millions of dollars worth of other commercial goods transported cheaply via State ferries. Thousands of tourists are transported via the Alaska Marine Highway System. Railway depots and up-grades costing millions have been built just to handle tourist traffic. How much has been spent on docking facilities to support cruise ship traffic through out the State? Every highway in Alaska has been rebuilt or had major over hauls in the past 10 years.

What would happen to the towns in Southeast if you took away all their jet runways, ferry terminals, ocean vessel ports, and boat harbors. How long would the economy in these places last?

**The "Official Mission Statement" of the Alaska Marine Highway System declares:**

*The mission of the Alaska Marine Highway System is to provide safe, reliable, and efficient transportation of people, goods and vehicles among Alaska communities, Canada and the "Lower 48," while providing opportunities to develop and maintain a reasonable standard of living and a high quality of life, including social, education and health needs.*

Page 5.

Why is it the Yukon basin is treated so differently than other areas of the State? We certainly do not have "safe, reliable, efficient transportation" nor does it have the opportunity afforded other areas in Alaska "to develop and maintain a reasonable standard of living and high quality of life...."

HB 80 that Representative Salmon has introduced is the kind of infrastructure that is long, long overdue for the Yukon. Mr. Salmon has clearly introduced a bill which will seriously address and correct situations for the long term. It is a practical solution long needed, warranted and deserved by his constituents. Coming from the Yukon River village of Beaver, Mr. Salmon certainly realizes and understands far more than most legislators concerning what is required in an area of the state that has been long overlooked, ignored, and neglected. We respect and appreciate his efforts. Our Association fully supports HB 80.

We feel you as Governor should exert your Executive Authority to endorse and fully support HB 80.

Additionally, we would appreciate the opportunity to discuss with you or your staff this very serious problem of transportation costs on the Yukon. It is at the point now that it is going to seriously disrupt what is left of our fisheries.

Sincerely:



William Charles  
Chairman of the Board  
Yukon Delta Fisheries Development Association

cc: Rep. Woodie Salmon - House District 6, Berney Richert, Jr., U.S. Dept. of Commerce Economic Development Administration, Steve Titus - State of Alaska, Dept. of Transportation and Public Facilities Northern Region, Rep. Richard Foster, Sen. Donald Olson, House Transportation Committee Members: Chairman - Rep. Kyle Johansen, Vice Chairman - Rep. Mark Neuman, Rep. Anna Fairclough, Rep. Craig Johnson, Rep. Vic Kohring, Rep. Mike Doogan

**HB**

**102**

# Alaska State House of Representatives

*Interim:*

3340 Badger Rd., Suite 290  
North Pole, AK 99705  
Phone: (907) 488-5725  
Fax: (907) 488-4271  
Toll-Free: (877) 465-3719

*Session:*

State Capitol, Room 214  
Juneau, AK 99801-1182  
Phone: (907) 465-3719  
Fax: (907) 465-3258

Sponsor Statement from:

## Representative John Coghill R - District 11

RELEASED: January 31, 2007

CONTACT: Rep. John Coghill 465-3719

### HB102 - Passing Stationary Vehicles

*"An Act relating to vacating lanes or slowing down for certain vehicles stopped along the side of a road."*

Status: TRANSMITTED TO (S) &gt;&gt; (S) TRA : 2007-03-02

This bill will provide greater protection to law enforcement and emergency personnel who are performing official duties on single lane or double lane highways by providing clear directives for drivers approaching emergency vehicles.

When the legislature originally passed this legislation the law stated that on a highway with two or more lanes in the same direction a driver approaching emergency vehicles performing official duties, the driver shall vacate the lane closest to the emergency vehicle or slow to a reasonable and prudent speed. The "or" clause made enforcement of this bill very difficult. Additionally the original law did not address driver responsibility when driving on a single lane highway.

This legislation changes the wording in order to compel drivers traveling on a highway with two or more lanes in the same direction to change lanes if possible in existing safety and traffic conditions. If it is not possible for the driver to change lanes they must slow to a reasonable and prudent speed. If the highway has less than two lanes the driver shall slow to a reasonable and prudent speed.

HB 102 clearly conveys, and now provides the clear language for enforcement, of the legislatures intent to provide maximum safety to law enforcement and emergency personnel performing official duties along our highways.

###

House Majority Press: <http://housemajority.org/spon.php?id=25HB102>

# FISCAL NOTE

**STATE OF ALASKA**  
**2007 LEGISLATIVE SESSION**

Fiscal Note Number: 1  
 Bill Version: HB 102  
 (H) Publish Date: 2/19/07

Revision Date/Time (Note if correction): \_\_\_\_\_ Dept. Affected: Administration  
 Title: "An Act relating to vacating lanes or slowing down RDU Division of Motor Vehicles  
for certain vehicles stopped...." Component: Motor Vehicles  
 Sponsor: Rep. Coghill  
 Requester: (H) TRA Component No. 2348

**Expenditures/Revenues (Thousands of Dollars)**

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Personal Services	0.0	0.0	0.0	0.0	0.0	0.0
Travel	0.0	0.0	0.0	0.0	0.0	0.0
Contractual	0.0	0.0	0.0	0.0	0.0	0.0
Supplies	0.0	0.0	0.0	0.0	0.0	0.0
Equipment	0.0	0.0	0.0	0.0	0.0	0.0
Land & Structures	0.0	0.0	0.0	0.0	0.0	0.0
Grants & Claims	0.0	0.0	0.0	0.0	0.0	0.0
Miscellaneous	0.0	0.0	0.0	0.0	0.0	0.0
<b>TOTAL OPERATING</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

<b>CAPITAL EXPENDITURES</b>	0.0	0.0	0.0	0.0	0.0	0.0
-----------------------------	-----	-----	-----	-----	-----	-----

<b>CHANGE IN REVENUES ( )</b>	0.0	0.0	0.0	0.0	0.0	0.0
-------------------------------	-----	-----	-----	-----	-----	-----

**FUND SOURCE (Thousands of Dollars)**

1002 Federal Receipts	0.0	0.0	0.0	0.0	0.0	0.0
1003 GF Match	0.0	0.0	0.0	0.0	0.0	0.0
1004 GF	0.0	0.0	0.0	0.0	0.0	0.0
1005 GF/Program Receipts	0.0	0.0	0.0	0.0	0.0	0.0
1037 GF/Mental Health	0.0	0.0	0.0	0.0	0.0	0.0
Other (Specify Type--Do not abbreviate)	0.0	0.0	0.0	0.0	0.0	0.0
<b>TOTAL</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Estimate of any current year (FY2007) cost: 0.0

Mark this box (X) if funding for this bill is included in the Governor's FY 2008 budget proposal:

**POSITIONS**

Full-time	0	0	0	0	0	0
Part-time	0	0	0	0	0	0
Temporary	0	0	0	0	0	0

**ANALYSIS:** (Attach a separate page if necessary)

This bill does not impact the Division of Motor Vehicles.

Prepared by: Duane Bannock, director  
 Division: Motor Vehicles  
 Approved by: Kevin Brooks, Deputy Commissioner  
 Agency: Department of Administration

Phone 465-2200  
 Date/Time 2/10/2007 11:00am  
 Date 2/12/2007

# FISCAL NOTE

**STATE OF ALASKA**  
**2007 LEGISLATIVE SESSION**

Fiscal Note Number: 2  
 Bill Version: HB 102  
 (H) Publish Date: 2/19/07

Revision Date/Time (Note if correction): \_\_\_\_\_ Dept. Affected: Law  
 Title An Act relating to passing stationary vehicles. RDU Criminal  
 Component Criminal Justice Litigation  
 Sponsor Representative Coghill  
 Requester House Transportation Component No. \_\_\_\_\_

**Expenditures/Revenues** (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
<b>TOTAL OPERATING</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

<b>CAPITAL EXPENDITURES</b>						
-----------------------------	--	--	--	--	--	--

<b>CHANGE IN REVENUES ( )</b>						
-------------------------------	--	--	--	--	--	--

**FUND SOURCE** (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
<b>TOTAL</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Estimate of any current year (FY2007) cost: 0.0

Mark this box (X) if funding for this bill is included in the Governor's FY 2008 budget proposal:

**POSITIONS**

Full-time						
Part-time						
Temporary						

**ANALYSIS:** (Attach a separate page if necessary)

The bill would require a driver to safely vacate the adjacent lane or slow to a reasonable speed when passing certain stationary vehicles being used to perform official duties. The bill would apply to tow-trucks as well as police, fire, emergency and animal control vehicles when the stationary vehicle is displaying flashing emergency lights. The department does not anticipate any significant fiscal impact.

Prepared by: Robert Meiners, Acting Director Phone 465-5427  
 Division Administrative Services Division Date/Time 2/13/07 10:27 AM  
 Approved by: Robert Meiners for Talis Colberg, Attorney General Date 2/13/2007  
 Agency Department of Law

# FISCAL NOTE

**STATE OF ALASKA**  
**2007 LEGISLATIVE SESSION**

Fiscal Note Number: 3  
 Bill Version: HB 102  
 (H) Publish Date: 2/19/07

Revision Date/Time : \_\_\_\_\_ Dept. Affected: Public Safety  
 Title An act relating to passing stationary vehicles RDU Alaska State Troopers  
 Component AST Detachments  
 Sponsor Representative Coghill  
 Requester House Transportation Committee Component No. 2325

**Expenditures/Revenues** (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
<b>TOTAL OPERATING</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

<b>CAPITAL EXPENDITURES</b>						
-----------------------------	--	--	--	--	--	--

<b>CHANGE IN REVENUES ( )</b>						
-------------------------------	--	--	--	--	--	--

**FUND SOURCE** (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
<b>TOTAL</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Estimate of any current year (FY2007) cost: 0.0

Mark this box (X) if funding for this bill is included in the Governor's FY 2008 budget proposal:

**POSITIONS**

Full-time						
Part-time						
Temporary						

**ANALYSIS:** (Attach a separate page if necessary)

This bill is an act relating to vacating lanes or slowing down for certain vehicles stopped along the side of a road.

Passage of this legislation will have no fiscal impact on the Department of Public Safety.

Prepared by: Lt. Rodney Dial Phone 907-247-4480  
 Division Division of Alaska State Troopers Date/Time 2/9/07 1600  
 Approved by: Commissioner Walt Monegan Date 2/14/2007  
 Agency Department of Public Safety

REPRESENTATIVE  
**JOHN COGHILL**  
HOUSE RULES  
COMMITTEE CHAIRMAN

During Interim: (June-Dec.)  
3340 Badger Road  
Suite 290  
North Pole, Alaska 99705  
(907) 488-5725  
Fax (907) 488-4271

# Alaska State Legislature



DISTRICT 11

During Session: (Jan.-May)  
State Capitol, Room 214  
Juneau, Alaska 99801-1182  
(907) 465-3719  
Fax (907) 465-3258  
1-877-465-3719

## House of Representatives

### SPONSOR STATEMENT

#### HB 102

*"An Act relating to vacating lanes or slowing down for certain vehicles stopped along the side of a road."*

This bill will provide greater protection to law enforcement and emergency personnel who are performing official duties on single lane or double lane highways by providing clear directives for drivers approaching emergency vehicles.

When the legislature originally passed this legislation the law stated that on a highway with two or more lanes in the same direction a driver approaching emergency vehicles performing official duties, the driver shall vacate the lane closest to the emergency vehicle or slow to a reasonable and prudent speed. The "or" clause made enforcement of this bill very difficult. Additionally the original law did not address driver responsibility when driving on a single lane highway

This legislation changes the wording in order to compel drivers traveling on a highway with two or more lanes in the same direction to change lanes if possible in existing safety and traffic conditions. If it is not possible for the driver to change lanes they must slow to a reasonable and prudent speed. If the highway has less than two lanes the driver shall slow to a reasonable and prudent speed.

HB 102 clearly conveys, and now provides the clear language for enforcement, of the legislature's intent to provide maximum safety to law enforcement and emergency personnel performing official duties along our highways.

REPRESENTATIVE  
**JOHN COGHILL**  
HOUSE RULES  
COMMITTEE CHAIRMAN

During Interim: (June-Dec.)  
3340 Badger Road  
Suite 290  
North Pole, Alaska 99705  
(907) 488-5725  
Fax (907) 488-4271

# Alaska State Legislature



DISTRICT 11

During Session: (Jan.-May)  
State Capitol, Room 214  
Juneau, Alaska 99801-1182  
(907) 465-3719  
Fax (907) 465-3258  
1-877-465-3719

## House of Representatives

### SECTIONAL

#### HB 102

*"An Act relating to vacating lanes or slowing down for certain vehicles stopped along the side of a road."*

#### Section 1: Overtaking and passing certain stationary vehicles(a)

(1)

(A) deletes the word SAFELY and adds if possible in the existing safety and traffic conditions which allows for the possibility that a driver may not be able to safely vacate the lane closest to emergency vehicles.

(B) adds a new subsection if a lane change under (1) of this paragraph would be impossible, prohibited by law, or unsafe, slow to a reasonable and prudent speed considering the traffic, roadway, and weather conditions; which directs a driver to slow to a reasonable and prudent speed if a lane change is not possible.

(2) with fewer than two lanes traveling in the same direction, address the action that a driver will take when coming upon emergency vehicles on a highway with fewer than two lanes.

**ALASKA ASSOCIATION OF CHIEFS OF POLICE  
RESOLUTION**

**A RESOLUTION URGING THE MEMBERS OF THE ALASKA STATE  
LEGISLATURE TO AMEND THE WORDING OF A.S. 28.35.185, THE "MOVE OVER  
LAW" SO AS TO SATISFY THE ORIGINAL INTENT OF THE STATUTE.**

**WHEREAS**, each year while conducting traffic-stops, police officers are needlessly injured and killed when struck by passing motorists; and

**WHEREAS**, the Alaska State Legislature recognized this danger in 2004, drafting and passing A.S. 28.35.185, the "move-over law;" and

**WHEREAS**, the members of the Alaska Association of Chiefs of Police believe that the *intent* of the Statute was to require motorists on multi-lane roadways to move over to the far lane when passing a stopped emergency vehicle, provided it is safe to do so; and

**WHEREAS**, the actual language of the Statute states:


- (1) with two or more lanes traveling in the same direction, unless otherwise directed by law enforcement or emergency personnel, shall safely vacate the lane closest to the emergency, fire, or law enforcement vehicle, or
- (2) unless otherwise directed by law enforcement or emergency personnel, shall slow to a reasonable and prudent speed considering the traffic, roadway, and weather conditions; and

**WHEREAS**, the use of the word "or," without any following qualifier, negates the mandate for a motorist to *ever* move over, should they simply decide not to do so;

**NOW THEREFORE, BE IT RESOLVED BY THE MEMBERS OF THE ALASKA ASSOCIATION OF CHIEFS OF POLICE, that:**

The Alaska State Legislature is urged by our members to amend the wording of A.S. 28.35.185, section (2), as follows:

- (2) when traffic or other conditions make it unsafe to move over as directed in section (1), or unless otherwise directed by law enforcement or emergency personnel, the driver shall slow to a reasonable and prudent speed considering the traffic, roadway, and weather conditions.

  
\_\_\_\_\_  
**TOM CLEMONS, President**  
Alaska Association of Chiefs of Police

ADOPTED: December 5, 2006