

Martens Explains Pipeline Position

A clarification of the stand the Anchorage Port Commission and the Chamber of Commerce Port Development Committee have taken on the proposed military fuel pipeline between Whittier and Anchorage was made Thursday by Commission Chairman Wallace Martens in a letter to the Times.

"The formal action of both groups opposing the pipeline was based solely on economics and not military necessity," Martens said in his letter.

"If they (the military) convince Congress that the pipeline is required to efficiently carry out their missions, we have absolutely no objection. However, the economics which affects the Port revenues and the purse of every taxpayer is seriously questioned."

"A year ago," Martens continued, "when the Alaska Command staff negotiated its reduced rates for petroleum, oil and lubricants coming across our dock, their legal officer stated that if the pipeline were built the military would have no need for a dock in this area."

"More recently their Port Liaison Officer could not give a cut-and-dried answer as to whether the pipeline would affect the through-put at the Port other than using it for the limited supply of locally-produced jet fuel."

Martens cited statements made at a Congressional hearing on the pipeline which said that the port of Anchorage cannot be used for military planning purposes from about mid-October to mid-April because of ice conditions.

"This was certainly disproved in 1964 by Sea-Land's highly successful weekly year-around service to Anchorage without delays or damage in the worst ice conditions in the Weather Bureau's recorded history," said Martens.

"The \$5 million cost of the pipeline is questioned mainly because the record states the 'existing right of way is available for the route of the pipeline,'" Martens said in his letter.

"This is not true, as putting mixed product petroleum pipelines in a railroad tunnel (which in this instance also carries electric power lines) is prohibited by every known reference and is therefore unacceptable to the Alaska Railroad. This would necessitate putting the pipeline over the mountains, additional lift pumps, and extra maintenance and operating crews which were not considered in the cost estimates of the hearing."

Martens said that although the hearing stated that railroad use to the capacity required cannot be guaranteed, the Alaska Railroad said that "200 tank cars are presently available and could easily transport over 16,000 barrels per day from Whittier to Anchorage if necessary."

Regarding the stated lower operating cost of the pipeline, Martens said, "Both the Alaska Railroad and the Port will give even lower prices to the military if the quantities increase as forecast, thus possibly indi-

cating the pipeline is not more economical.

"Our main desire is to clarify the existing record of misstatement and to ensure that the Congress determines which method of providing petroleum products is truly the most economical," Martens concluded.

"We are also pointing out that the municipal terminals of the port of Anchorage require the financial backing of the military if it is to continue its growth for the military as well as civilian use in the area."

New Ferry Eyed For Tustumena

A larger ship to replace the late ferry Tustumena which will again serve Anchorage next year on its runs through South-central Alaskan waters is being eyed by state officials.

Gov. William A. Egan, meeting with the Anchorage City Council, said Tuesday that ferry service to Anchorage next year is assured. And he added:

"Eventually, we hope to replace the Tustumena with a larger ship."

The city's relationship with other state agencies and operations also came up for comment at the session called primarily to clear up the delays in highway construction in this area.

On a question of airport planning and operation, it was agreed that the city would be included in a liaison group now comprised of a Chamber of Commerce committee and representatives of various airlines.

"The city has no ownership in the airport, but it is vitally concerned with its operation," Mayor Elmer Rasmuson said.

"We are not satisfied that airport expenditures are commensurate with the needs of the city," he said.

The mayor went on to suggest to Egan that the airport abandon a "pay as you go" plan of operation for one using "medium term revenue bonds," to expand the facility.

State assistance in financing the Zonta reception booth at the airport is needed, he pointed out.

Councilman George Byer suggested that the airport be "livened up a little" with better lighting, flags and other devices.

State Attorney General Warren Colver told the group he anticipated "hangars and repair facilities will be built here soon by both Alaska Airlines and Pacific Northern Airlines."

City-borough relationships came in for a rake-over. Egan said he felt difficulties were a "natural reluctance of two governmental bodies to work together."

Rasmuson said he respectfully disagreed. "The situation is bad and will get worse," he said. The problem is that the borough has both an urban and a rural responsibility.

Difficulties are appearing in the area of planning and zoning, Rasmuson said.

"How variances and exceptions will be granted in the future is a real problem," he said.

Councilman Clifford Groh concurred and singled out the Local Affairs Agency as a group that "appears to be pushing the borough," instead of acting impartially.

Councilman Ron Rettig called for the dissolution of the borough, developing instead an "expanded city government with service zones around it."

He called his three months service on the Borough Assembly "playing at government."

Councilman Chet Hostetler said "consolidation of the borough and city into one government is the only solution to impending problems."

On the question of economic development, Rasmuson called for the construction of oil refineries in Alaska.

Egan replied it was his understanding from large oil companies that "there are no present or near future plans to increase refining capacity in Alaska until the state's population grows."

Rasmuson also mentioned that the city has been considering the formation of a "city development corporation" to encourage industry to come to Anchorage.

He also offered criticism of the Alaska State Housing Authority and urban renewal programs in effect in the city, saying they are "expensive to operate and slow."

"ASHA is supposed to be an agent for the city, yet we have no control over them," he protested.

Asked by Egan if the city could have conducted downtown urban renewal operations any faster than the housing authority, Rasmuson replied:

"We couldn't do any worse, and we have every reason to expect that we could do better."

City Urged To Oppose Pipeline

City Manager Robert Oldland has asked that the Anchorage City Council support the city's Port Commission in opposing construction of the Whittier pipeline.

The commission, on Dec. 16, took a stand against building the proposed petroleum facility connecting Whittier to Anchorage on its economic aspects. The military is seeking funds from Congress to build the line.

Oldland also urged the council to ask the Alaska congressional delegation to request

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By Gen. Reeves,
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"a full, accurate and unbiased economic study" of the pipeline as opposed to petroleum transportation facilities now available.

IN HIS recommendation to the council, Oldland cites "records, including those of the congressional hearing, (where) numerous statements of the military were considered either questionable or incorrect."

Some of these statements include, according to Oldland:

"If the pipeline were built, the military would have no need of a dock in the (Anchorage) area; Port of Anchorage cannot be used for military planning purposes from about mid-October to mid-April; the cost of tankage is about \$7.68 million as compared to about \$5 million for the pipeline; existing rights of way are available with a route of the pipeline through the Alaska Railroad tunnel; the doubted ability of the Alaska Railroad to deliver the fuel out of Whittier and; on a ten year basis, the cost of delivery by pipeline is most economical."

Oldland noted that the commission took its stand "based solely on the economics aspects and not on a possible classified military urgency of which the commission has no knowledge."

4-Lane Ocean Shore Highway Proposed To Meet Port Needs

By PHIL MASON
Times Staff Writer

A multi-million dollar highway linking International Airport with the Port of Anchorage was proposed today by the consulting firm of Tryck, Nyman and Hayes.

A four-lane divided highway which would roughly follow the Alaska Railroad route from the port to Northern Lights Boulevard was proposed as "the ultimate answer" in developing an expanded port facility as envisioned for the year 1990.

John Cerutti, a consulting engineer with the firm, told the Anchorage Port Commission the highway should be built on the western — or ocean side — of the railroad.

However, tremendous quantities of fill would be needed to allow construction of the route and to fill in low areas to expand the port tideland industrial park, he said.

Cerutti estimated that between 10 million and 15 million cubic yards of rock and gravel would be needed for the job. He did not designate a source for the fill.

To get the project started, it was suggested that some private industries might be willing to fill in leased land on their own.

The new route, Cerutti said, should also tie in with the Fifth and Sixth Street couplet of one-way streets, the proposed A Street-C Street couplet and the Ship Creek overpass—three of the major traffic routes presently planned for downtown.

The consulting engineer made the proposal as part of an interim report on a \$48,000 study of waterfront development and potential improvements to tidelands.

Soil studies have been completed but studies of water currents and tides are still under way. The final report is due Feb. 17.

Industrial Development Plan Unveiled for City

By JANET ARCHIBALD
Daily News Staff Writer

The Anchorage Port Commission, fast running out of available waterfront land, is eyeing industrial development of tidelands lying between Ship Creek and Chester Creek.

A long-range program for this area was unveiled for the commission yesterday.

The plan was prepared by Tryck, Nyman and Hayes, registered engineers. It visualizes construction of a bulkhead to shore up an area for water-oriented industries, approximately 7,500 feet in length and from 460 to 1,000 feet in width.

THE LONG-RANGE plan is projected to approximately

1090. It provides for access and circulation roads in the industrial subdivision, railroad spur tracks, warehousing areas, a proposed six-lane arterial road running just seaward of the existing Alaska Railroad tracks, docks and tidal slips and a 250-foot small-boat harbor.

John Cerutti, member of the engineering firm, described major details of the plan in an interim report to the commission.

Representatives of the state Highway Department, the Greater Anchorage Area Borough Planning Department and the Corps of Engineers were present. The Alaska Railroad was not represented. Because of the cost of filling

the area — an estimated 10 to 15 million yards of fill and 1 to 1.5 million yards of riprap will be required — it was half of the project be a municipal development.

THE LANDWARD portion could be developed by leasing land to users who would be required to place the fill they needed, according to the proposal.

Cerutti posed the possibility of developing the L-Street slide area under the bluff into a business area, tied to port activities, and financed through Urban Renewal.

Present land values make it uneconomical to buttress the L-Street slide, he said. This

method of stabilizing the slide was proposed following the earthquake.

PORT development would increase land values, he said. He stressed the fact that the interim report was only a guide to development. The full engineering report has not been formally presented or accepted.

Jack Schoop, borough planning director, suggested that it might be more practical to develop port lands to the north of the existing facility rather than the more expensive Ship Creek-Chester Creek strip.

LITTLE LAND remains north of the port, he was told.

The proposal calls for 15th Avenue to be extended to provide access to the south of the tideland strip.

L. D. Cooper, assistant to the state highway district engineer, said 15th Avenue will be closed off at L Street when the Spenard Bypass Road is built and cannot be used as an access.

SOME RESIDENTS of Bootlegger Cove have protested the proposed industrial development of the tidelands. A. E. Harned, port director, pointed out.

The development will be under city control and industries permitted need not be noisy, dirty or odorous, Cerutti replied.

MEETINGS SET

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Military Fuel Rate Change Port Commission Considers

Study of a yearly rate, rather than the present per barrel price, for military fuel unloaded at the Port of Anchorage terminal has been proposed by the city's Port Commission.

THE commission last night instructed Port Director A. E. Harned to explore the feasibility of such an arrangement, extending over a three to five year period.

The military, in its arguments for a Whittier-to-Anchorage pipeline, has claimed that it can deliver fuel for four cents less per barrel into Anchorage via pipeline than across the dock.

The recently-completed Anchorage petroleum dock will go into operation next June 1, Harned told the commission.

UNTIL THAT time, petroleum products will continue to be delivered at the terminal dock, he said.

The commission also approved priorities for dredging off the port terminal. The Corps dredged first.

of Engineers plans to begin the dredging operation next May. It will take an estimated two months to complete. The area in front of the new petroleum dock would be dredged first.

Port Board To Hear Plans For Tidelands

Preliminary plans to fill and develop about 150 acres of city tidelands from Ship Creek to Chester Creek will be presented to the Port Commission Tuesday.

A 250-foot small boat harbor and access roads into the area are included in the plans, Charles Tryck of Tryck, Nyman and Hayes said today.

He said the commission will be given an interim status report on a \$48,000 study of waterfront development and potential improvements to tidelands. The study was authorized early this fall by the City Council.

Details on the type of gravel and earth fill for the mud flats are still being explored, Tryck said.

Although fill from the Fourth Avenue buttress project is not available, "it would be a drop in the bucket compared with what we need for that area," he said.

Plans for the small boat harbor are "similar to those worked out by the Small Boat Harbor Committee and the Corps of Engineers several years ago," Tryck said.

The harbor would be located in the Ship Creek basin.

No detailed cost estimates will be made "until we get a general concurrence on the ideas developed," Tryck said.

The final report on the tidelands study is due by Feb. 17.