

HB

183



*Department of Transportation
and Public Facilities*

POSITION PAPER

BILL NO: HB 183

APPROVED:

A handwritten signature in cursive script, appearing to read "J. J. Sullivan".

TITLE: Transportation Corridor:
Fairbanks - Nome

DATE: March 3, 1993

DOT&PF is available to perform this work if authorized and funded. The information gained would be valuable in terms of identifying a future corridor and in protecting it during subsequent land management/land use planning exercises. The information would also be useful to future transportation planning and development exercises.

Development of access within the resulting corridor would support expansion of the state's resource-based industries. It would also serve surface transportation between Europe/Asia and North America.

The department is opposed to Section 1(E)(2).



*Department of Transportation
and Public Facilities*

POSITION PAPER

BILL NO: HB 182

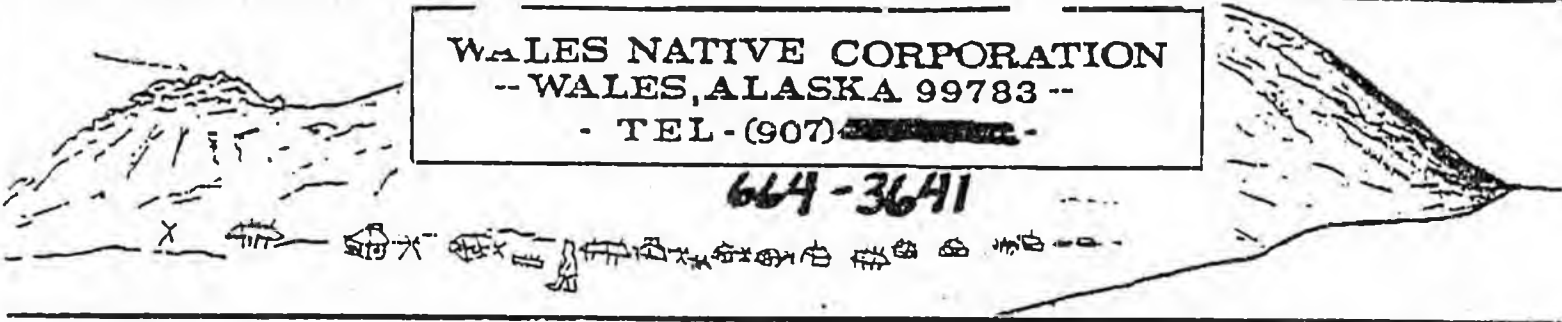
APPROVED:

A handwritten signature in cursive script, likely of a department official.

TITLE: Approp: Fairbanks-Nome
Transportation Corridor

DATE: March 3, 1993

DOT&PF supports the proposed reconnaissance work in that the information gained from it would be valuable in related land management decisions (i.e., it could help prevent land management decisions from foreclosing on transportation options). The information gained could also be incorporated into long-term transportation planning for interior and Western Alaska.



WALES NATIVE CORPORATION
-- WALES, ALASKA 99783 --
- TEL - (907) ~~251-3641~~ -

664-3641

September 15, 1992

Mr. Jim Stimpfle
Nome Chamber of Commerce
Committee for Cooperation,
Commerce and Peace
P.O. Box 251
Nome, Alaska 99762

Dear Mr. Stimpfle:

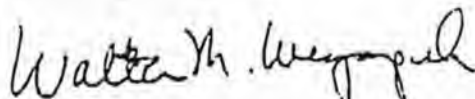
Speaking for the Board of Directors of the Wales Native Corporation, I believe our consensus would be to participate in the Bering Strait Tunnel and Rail Project. At the same time we, as the Board of Directors, cannot endorse nor give permission until the shareholders of our Corporation gives us its support and endorsement to begin the "scoping studies".

A potential project of this magnitude would require full support and permission from shareholders (who have voted us in as Board of Directors). Our plans will be to publicize and inform shareholders concerning the tunnel via our quarterly newsletter, which is published every three months. Then at our Annual Meeting of shareholders during the month of April 1993, it will be put into a question ballot to be voted on as stated in our by-laws.

In the meantime, please consider us as informed participants by keeping us informed. We would greatly appreciate copies of correspondence, etc. If and after the Annual Meeting the shareholders approve the question ballot, then that would be a green light and a letter of support would then be initiated.

Thank you and George Kounal for taking the time to present the Tunnel Project to the Wales Native Corporation and all your support.

Sincerely,



Walter M. Weyapuk,
President

Wales Native Corporation

STATE OF ALASKA

443-2002
WALTER J. HICKEL, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CHIEF OF PLANNING AND ADMINISTRATIVE SERVICES

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5316
PHONE: (907) 451-5150

December 23, 1992

Re: Fairbanks-Seward Peninsula
Railroad Extension

Red Swanson
113 W. 5th Street
Juneau, AK 99801

Dear Mr. Swanson:

The following information is in response to your December 23, 1992 inquiry regarding the estimated cost for reconnaissance work to identify an alignment for railroad extension to the Seward Peninsula. We did a similar estimate in 1980 based on what it had cost us for comparable work between Eielson Air Force Base and the Canadian Border. The following figures reflect that estimate, updated to take into account inflation, technological advances, a substantial increase in length, and the relatively remote nature of new corridor. The estimate is based on a distance of 875 miles from Fairbanks to Lost River through Tanana, Allakaket and Bomite. While that may, or may not, be the ultimate alignment, it appears to be representative of the relative length of any possible alignment from Fairbanks to the Western Seward Peninsula.

Cost Breakdown

Reconnaissance Photography	\$75,000
-topo map work to identify alignment(s)	
-color photography of an entire route including alternate routes over 50% of its length	
Reconnaissance Study	\$90,000
-photo interpretation	
-some fieldwork	
-selecting a route for mapping	
-compile preliminary report	
Reconnaissance Subtotal	<u>\$165,000</u>

(This is as far as we could go without performing on-the-ground work. It would be adequate for identifying a corridor. It would not be adequate for identifying right of way limits. The following steps would be required for defining the necessary right of way. The estimated costs do not include environmental work that could be required for ground work, especially on park and refuge lands.)

Red Swanson

- 2 -

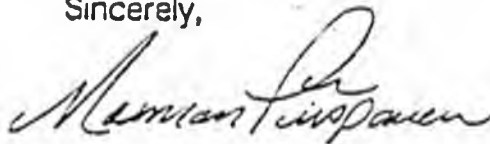
December 23, 1992

Placing photo control panels on ground (assumes all work done with helicopters).	\$920,000
Aerial photography for mapping.	\$25,000
Control survey for mapping (assumes consultant contract).	\$5,000,000
Selecting center line for mapping -a study of the mapping photos -some field work	\$100,000
Mapping a 500 foot band for 875 miles.	\$240,000
Placing a final center line on mapping	\$160,000
Defining the right of way along the selected center line. -ties to section corners and property corners -property descriptions, etc.	\$50,000
Right of Way Mapping Subtotal	<u>\$7,135,000</u>
Total Cost of Reconnaissance/Location Project (not including Environmental document).	<u>\$7,300,000</u>

As you see, the cost of work that could be done to identify a corridor, without getting on the ground, is relatively small (\$165,000). On the other hand, delineation of right of way limits would cost substantially more and would involve actual ground work.

Please contact me if you have questions regarding either the cost estimate or the reconnaissance/location process.

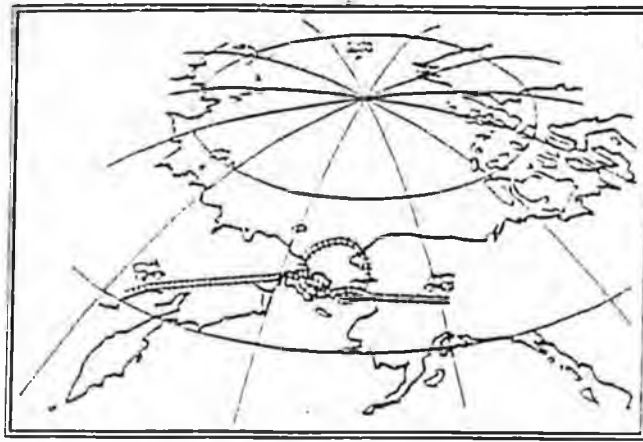
Sincerely,



Norm Piispanen
Access Planner
Northern Region

Россия. 113035 Москва
Б. Ордынка 13 / 9-42
Телефон: (095) 231-36-45
Факс: (095) 233-40-34

В. Ордынка 13 / 9-42.
Moscow 113035, Russia
Tel: (095) 231-36-45
Fax: (095) 233-40-34



315 Connecticut Ave., N.W.
Suite 300
Washington, D.C. 20006 U.S.A.
Tel: (202) 463-3400
Fax: (202) 333-8082

315 Коннектикут Авеню
Северо-Запад, комн. 300
Вашингтон, окр. Колумбия
20006, США
Телефон: (202) 463-3400
Факс: (202) 333-8082

INTERHEMISPHERIC BERING STRAIT TUNNEL & RAILROAD GROUP

ТРАНСКОНТИНЕНТАЛЬНАЯ МЕЖКОНТИНЕНТАЛЬНАЯ ЖЕЛЕЗНАЯ ДОРОГА И ТОННЕЛЬ ЧЕРЕЗ БЕРИНГОВ ПРОЛИВ

March 2, 1993

GK/93093

The Honorable Jeannette James
State Capital
Juneau Ak 99801-1182

Dear Representative James:

On behalf of the Interhemispheric Bering Strait Tunnel and Railway Group, I would like to express deep felt thanks for your work on the Bills to expand Alaska's railroad infrastructure and end the transport isolation of the State.

The state of Alaska is truly a "jewel in the crown"; a fact many people in Washington and elsewhere do not realize and appreciate. Construction of a modern railroad through the State to connect with the Asian and European railroad network via the Bering Strait (the project our Consortium has been working on for the last 7 years) would establish the state of Alaska as the hub of world transport and commerce. The Bills you have sponsored are essential steps needed to bring this timely Project closer to reality.

Sincerely yours,

George Koumal
Chairman, IBSTRG

copy: Mr. Red Swanson
IBSTRG Nome/Moscow/Washington
Mr. J. Henri

NOME CHAMBER OF COMMERCE

P.O. Box 25, Nome, Alaska 99762
Committee for Cooperation, Commerce
and Peace (907) 443-2002

Rep. Richard Foster
Transportation Chairman

March 29, 1993

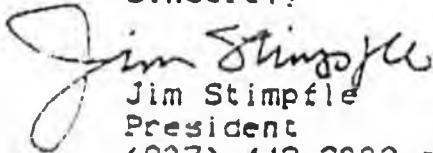
RE: House Bill #182 and #183

The Nome Chamber of Commerce, Board of Directors endorsed the general idea of a transportation and utility corridor to the Seward Peninsula at its last Board meeting in March.

Future economic development depends greatly on the development of land resources on the Seward Peninsula. A railroad and utility corridor would greatly enhance the development of minerals and use of coal and natural gas resources to generate electrical power for sale or use on the Seward Peninsula.

A land-based transportation system could create meaningful employment opportunities for residents on the Seward Peninsula in the area of mining, tourism, and service related industries.

Sincerely



Jim Stimpfle
President

(907) 443-2002 tel. and FAX



BERING STRAITS NATIVE CORPORATION

March 30, 1993

The Honorable Richard Foster
Alaska State Representative
State Capitol
Juneau, AK 99811

Dear Representative Foster,

The Bering Straits Native Corporation (BSNC) has received a copy of House Bill number 182 and 183 concerning the funding and identification and delineation of a transportation and utility corridor between Fairbanks and the Seward Peninsula.

BSNC favors the allocation of funding for this project. However, HB 183 would as currently worded allow the State Department of Transportation and Public Facilities authority to acquire rights of way across land within the "corridor". BSNC advocates a lease agreement rather than condemnation.

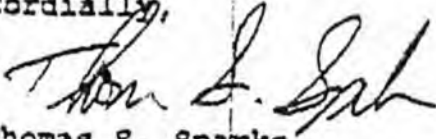
While BSNC favors the above noted bills, action would be needed by our Board of Directors on BSNC's stance of the actual building of a corridor between Fairbanks and the Seward Peninsula.

While much benefit may be derived from such a corridor, there are many questions as to its potential impact of the subsistence cash economy which currently exists in BSNC's villages. BSNC does not advocate any project that will negatively impact the subsistence economy of our villages.

BSNC believes that the State must devote funds to study and delineate a corridor and identify the known and potential mineral occurrences along such a route. If and when such a project is financially feasible and supported by the people of the BSNC region, the majority of the initial preliminary work would be completed by passage of the above noted bills.

At the appropriate time, please contact BSNC for action by its Board of Directors for a policy statement on the actual development of a transportation corridor between Fairbanks and the Seward Peninsula.

Cordially,



Thomas S. Sparks
Resource Development Specialist

cc: BSNC Village Corporations
Mr. Jack Carpenter, President
Mr. Guy Martin, Land Manager

ALASKA MINEPS ASSOCIATION, INC.
NOME BRANCH
P.O. BOX 1774
NOME, ALASKA 99762

April 1, 1993

Representative Richard Foster, Chair
Transportation Committee
Room 611, Court
State Capitol
Juneau, Alaska 99801-1182

Dear Representative Foster,

We have reviewed House Bill No.s 182 and 193 in reference to studies for transportation systems from Fairbanks to the Seward Peninsula. We support the idea behind these bills, and would like to provide input to the DOTPF before the preliminary report is finalized.

We feel that access is necessary for resource development on lands within the state and the Seward Peninsula has much to offer. We would also like the State to assert the valid AS 2477's within the Seward Peninsula which could be affected by this transportation study. We believe that the Bering Land Bridge Preserve may cause access problems.

If you have any comments, please call me at 443-2632.

Thanks kindly.

Sincerely,



Irene Anderson
Chair

cc: Senator Al Adams



Official Business

Alaska State Legislature

State Capitol
Juneau, AK 99801-1182

MEMORANDUM

TO: Representative Ramona L. Barnes
Speaker of the House

FROM: Douglas A. Wooliver
Staff Attorney

SUBJECT: Sectional Analysis of CSHB 183(FIN)

DATE: March 16, 1994

The following is a sectional analysis of CSHB 183(FIN); "An Act directing the identification and delineation of a transportation and utility corridor between Fairbanks and the Seward Peninsula; and providing for an effective date."

Section 1 adds a new section to AS 19.25. Title 19 deals with "Highways and Ferries" and chapter 25 deals specifically with "Protection and Use of State Highways and Roads." The new section (section 123) is entitled "Fairbanks - Seward Peninsula transportation and utility corridor."

Section 123 directs the Department of Transportation to identify (subject to legislative appropriation) a proposed 500 foot wide transportation and utility corridor between Fairbanks and the western end of the Seward Peninsula. This section also lists the factors to be taken into consideration during the identification process.

Section 123 gives the commissioner 90 days to either accept, reject or modify the proposal that results from the corridor identification efforts. If the commissioner accepts or modifies the proposal, this section directs that action be undertaken to acquire rights-of-way from all affected land owners and to classify or reclassify any state

lands affected to allow for such a right-of-way. Any classification or reclassification of state land necessary under this section would not be subject to the requirements of the Alaska Land Act.

Section 2 repeals the provisions established under section 1 of this Act on July 1, 2055.

Section 3 provides for an immediate effective date.

DIVISION OF LEGAL SERVICES

LEGISLATIVE AFFAIRS AGENCY STATE OF ALASKA

(907) 465-3867 or 465-2450
FAX (907) 465-2029
Mail Stop 3101

130 Seward Street, Suite 409
Juneau, Alaska 99801-2105

MEMORANDUM

April 6, 1994

SUBJECT: Condemnation of Native land (Work Order No. 8-LS0296D)

TO: Senator Bert Sharp
ATTN: Ruth Skidmore

FROM: Jack Chenoweth
Legislative Counsel

Your inquiry arises in the context of proposed AS 19.25.123(d)(2)(A), part of CSHB 183 (Fin) am, and goes to the question of the exercise of the power to condemn certain land and to take title for a public purpose.

I don't see that federal or state law would prevent condemnation of land owned by an Alaska Native or by an Alaska Native corporation.

Under 43 U.S.C. 1636(e), a provision of the Alaska Native Claims Settlement Act,

Condemnation. All land subject to an agreement made pursuant to subsection (a) [43 U.S.C. 1636(a), establishing an Alaska Land Bank] and all land, and interests in land, conveyed or subsequently reconveyed pursuant to the Alaska Native Claims Settlement Act to a Native individual, Native Corporation, or Settlement Trust shall be subject to condemnation for public purposes in accordance with the provisions of this Act and other applicable law.

(Emphasis added).

AS 09.55.260 identifies private property subject to being taken by condemnation or eminent domain. Native-owned land, whether held by individuals or corporations, are not excluded from that general list.

The degree of protection provided by proposed AS 19.25.123(d)(2)(A) is questionable: What is "subject to legislative appropriation" intended to mean in the context in which it appears? Does it mean that the Department of Transportation and Public

Senator Bert Sharp
April 6, 1994
Page 2

Facilities must first obtain a specific monetary appropriation in order to take title to a parcel under eminent domain? Is a general appropriation of money to the department for land acquisition sufficient? Must the appropriation precede initiation of eminent domain proceedings, or may it follow?

JBC:pl
94-284.plm

Alaska State Legislature

SENATOR
BERT SHARP
CHAIRMAN



FAIRBANKS

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

SESSION ADDRESS

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

Senate Transportation Committee

MEMORANDUM

DATE: April 11, 1994

TO: Senate Transportation Committee Members

FROM: Senator Bert Sharp *BMS*

RE: Senate CS for CS for HB 183(TRA) Work Draft

The CS work draft makes the following changes to CS for HB 183(FIN)am:

1. In section 1, (b)(1) has been amended to instruct DOT to identify and delineate "adjacent sites which can be developed for necessary construction materials,"...
2. In section 1, (d)(1) has been amended to instruct DNR to classify and reserve "adjacent sites that can be developed for necessary construction material,"...
3. In section 1, (b)(2) has been amended to instruct DOT to consider "(H) the location of, and the opportunity to obtain access to, identified natural resources that could contribute significantly to the state's economic development."
4. In section 1, (b)(2)(E) has been amended by deletion of the word "significant".

Alaska State Legislature

REPRESENTATIVE
JEANNETTE JAMES
P O Box 56622
North Pole, Alaska 99705
(907) 488-0862

House District 34



While in Juneau
State Capitol
Juneau, Alaska
99801-1182
(907) 465-3745

House Of Representatives

Sponsor Statement HB 182 & HB 183

By Rep. Jeannette James
Revised: 3/30/93

HB 182 and HB 183 are intended to initiate preliminary and ultimately result in final action necessary to properly review, identify and survey the best options for the establishment of a transportation/utility corridor from the Interior's existing transportation distribution hub to the western area of the Seward Peninsula near Nome.

The future of Alaskans residing north of the Alaska Range will require expansion of our existing transportation infrastructure. With the recent completion by the State of Alaska of its remaining land selection allotment, the major land ownership patterns are now discernable.

This legislation will direct the Dept. of Transportation to perform aerial reconnaissance, photography, interpretation and surveying. The DOT in the attached position paper supports this work. This work will identify areas with transportation corridors to be established and which offer the best cost effective options to access this vast resource rich area of our state.

The appropriation for this project is included in HB 182 and will authorize the expenditure of the funds necessary to secure this very important multi-modal land use transportation corridor as a step that will move us forward to a more positive economic future for a very large portion of Alaska.

8-LS0296M
Chenoweth
4/8/94

SENATE CS FOR CS FOR HOUSE BILL NO. 183(TRA)
IN THE LEGISLATURE OF THE STATE OF ALASKA
EIGHTEENTH LEGISLATURE - SECOND SESSION

BY THE SENATE TRANSPORTATION COMMITTEE

Offered:
Referred:

Sponsor(s): REPRESENTATIVES JAMES, Mulder

A BILL

FOR AN ACT ENTITLED

1 "An Act directing the identification and delineation of a transportation and utility
2 corridor between Fairbanks and the Seward Peninsula; and providing for an
3 effective date."

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

5 * Section 1. AS 19.25 is amended by adding a new section to read:

6 Sec. 19.25.123. FAIRBANKS - SEWARD PENINSULA TRANSPORTATION
7 AND UTILITY CORRIDOR. (a) Subject to legislative appropriation, the department
8 shall identify and delineate a proposed transportation and utility corridor between
9 Fairbanks and the western end of the Seward Peninsula.

10 (b) In performing the work required by (a) of this section,

11 (1) the railroad alignment and identification of a railroad right-of-way
12 of not less than 500 feet, together with adjacent sites that can be developed for
13 necessary construction materials, shall guide the identification and delineation of the
14 corridor, and

- 1 (2) the department shall consider the following factors:
- 2 (A) grade and alignment standards that are commensurate with
- 3 rail and road construction standards;
- 4 (B) availability of construction materials;
- 5 (C) safety;
- 6 (D) impacts on and service to adjacent communities;
- 7 (E) environmental concerns;
- 8 (F) use of public land to the maximum degree possible;
- 9 (G) minimization of probable construction costs; and
- 10 (H) the location of, and the opportunity to obtain access to,
- 11 ① prior and established federal land use identified natural resources that could contribute significantly to the state's
- 12 economic development.
- 13 (c) Within 90 days after receiving a report transmitting the work of the
- 14 department under (a) of this section, the commissioner shall, in conformity with
- 15 AS 44.62 (Administrative Procedure Act), if necessary, adopt a regulation approving,
- 16 modifying, or rejecting the proposed corridor.
- 17 (d) If the commissioner approves or modifies the proposed corridor when
- 18 presented under (c) of this section,
- 19 (1) the Department of Natural Resources shall promptly classify, or
- 20 reclassify, and reserve any state land within the corridor and at adjacent sites that can
- 21 be developed for necessary construction materials for use as a corridor; and
- 22 (2) the department shall
- 23 (A) subject to legislative appropriation, exercise its authority
- 24 under AS 19.05.040 to acquire rights-of-way across land within the corridor
- 25 that is subject to the state's power of condemnation; and
- 26 (B) work with federal officials to secure reclassification and
- 27 withdrawal of federal land in the corridor for reservations and rights-of-way
- 28 across the federal land for use as a corridor.
- 29 (e) The requirements of AS 38.05 (Alaska Land Act) relating to classification
- 30 and reclassification of land are inapplicable to actions taken under this section.
- 31 (f) To complete the work required by this section, the commissioner may

1 accept any legal gifts and grants and may enter into contracts or other transactions or
2 agreements relating to it with the federal government, an agency or instrumentality of
3 the state, a municipality, or a private organization.

4 (g) In this section, "corridor" means the transportation and utility corridor
5 required to be identified and delineated by (a) of this section.

6 * Sec. 2. AS 19.25.123, added by sec. 1 of this Act, is repealed July 1, 2055.

7 * Sec. 3. This Act takes effect immediately under AS 01.10.070(c).

CS FOR HOUSE BILL NO. 183(FIN) am
IN THE LEGISLATURE OF THE STATE OF ALASKA
EIGHTEENTH LEGISLATURE - SECOND SESSION

BY THE HOUSE FINANCE COMMITTEE

Amended: 3/21/94

Offered: 3/16/94

Sponsor(s): REPRESENTATIVES JAMES, Mulder

A BILL

FOR AN ACT ENTITLED

1 "An Act directing the identification and delineation of a transportation and utility
2 corridor between Fairbanks and the Seward Peninsula; and providing for an
3 effective date."

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

5 * Section 1. AS 19.25 is amended by adding a new section to read:

6 Sec. 19.25.123. FAIRBANKS - SEWARD PENINSULA TRANSPORTATION
7 AND UTILITY CORRIDOR. (a) Subject to legislative appropriation, the department
8 shall identify and delineate a proposed transportation and utility corridor between
9 Fairbanks and the western end of the Seward Peninsula.

10 (b) In performing the work required by (a) of this section,

11 (1) the railroad alignment and identification of a railroad right-of-way
12 of not less than 500 feet shall guide the identification and delineation of the corridor,
13 and

14 (2) the department shall consider the following factors:

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- (A) grade and alignment standards that are commensurate with rail and road construction standards;
- (B) availability of construction materials;
- (C) safety;
- (D) impacts on and service to adjacent communities;
- (E) significant environmental concerns;
- (F) use of public land to the maximum degree possible; and
- (G) minimization of probable construction costs.

(c) Within 90 days after receiving a report transmitting the work of the department under (a) of this section, the commissioner shall, in conformity with AS 44.62 (Administrative Procedure Act), if necessary, adopt a regulation approving, modifying, or rejecting the proposed corridor.

(d) If the commissioner approves or modifies the proposed corridor when presented under (c) of this section,

(1) the Department of Natural Resources shall promptly classify, or reclassify, and reserve any state land within the corridor for use as a corridor; and

(2) the department shall

(A) subject to legislative appropriation, exercise its authority under AS 19.05.040 to acquire rights-of-way across land within the corridor that is subject to the state's power of condemnation; and

eliminate *discretion*

(B) work with federal officials to secure reclassification and withdrawal of federal land in the corridor for reservations and rights-of-way across the federal land for use as a corridor.

(e) The requirements of AS 38.05 (Alaska Land Act) relating to classification and reclassification of land are inapplicable to actions taken under this section.

(f) To complete the work required by this section, the commissioner may accept any legal gifts and grants and may enter into contracts or other transactions or agreements relating to it with the federal government, an agency or instrumentality of the state, a municipality, or a private organization.

(g) In this section, "corridor" means the transportation and utility corridor required to be identified and delineated by (a) of this section.

- 1 * Sec. 2. AS 19.25.123, added by sec. 1 of this Act, is repealed July 1, 2055.
- 2 * Sec. 3. This Act takes effect immediately under AS 01.10.070(c).

SENATE COMMITTEE REPORT

DATE: 4/5/94

FURTHER: Finance

DATE TURNED INTO OFFICE: _____

Transportation Committee considered CS FOR HOUSE BILL NO. 183(FIN) am

"An Act directing the identification and delineation of a transportation and utility corridor between Fairbanks and the Seward Peninsula; and providing for an effective date."

and recommends:

replace with _____ CS CS HB 183 (TRA)
or adopt previous _____ CS _____
 attaches amendment(s)

same title
 new title
 technical title change (HB only)

adopts _____ Letter of Intent

further referral to the _____

do pass

do not pass

no recommendation

individual recommendations

NEW FISCAL NOTES

Department	Date	Zero	Fiscal

PREVIOUS FISCAL NOTES

Department	Date	Zero	Fiscal
DOT - PF	3/15/94	X	

Appropriation No Fiscal Note

DO PASS:

Roll E. Bell Do Pass

OTHER RECOMMENDATIONS:

Tom Kelly - No Rec
Do not Pass

Bob Sharp Do Pass
Chair: Signature and Recommendation

TANANA CHIEFS CONFERENCE, INC.
Board of Directors
Resolution No. 94-25

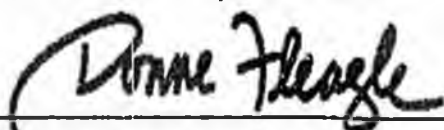
FAIRBANKS TO NOME FEASIBILITY STUDY
FOR ROADS-UTILITY CORRIDOR

- WHEREAS, the Alaska State Legislature is currently proposing a bill to do a feasibility study on extending a ^{road} utility corridor from Fairbanks to Nome; and
- WHEREAS, road access very significantly impacts wildlife resources; and
- WHEREAS, road access has serious impact on sociological & cultural aspects of Native communities; and
- WHEREAS, the State of Alaska currently lacks funding to maintain current Interior roads; and
- WHEREAS, the residents have not had the opportunity to voice their opinion; and

NOW THEREFORE BE IT RESOLVED that the Full Board of Directors of Tanana Chiefs Conference, Inc. directs TCC staff to oppose the funding for the Fairbanks to Nome road feasibility study or any such road projects.

CERTIFICATION

I hereby certify this resolution was duly passed by the Tanana Chiefs Conference, Inc. Board of Directors on March 17, 1994 at Fairbanks, Alaska and a quorum was duly established.



Donne Fleagle
Secretary/Treasurer

Submitted by: Fairbanks Subregion



FISCAL NOTE

REQUEST:

Revision Date: Dept. Affected DOT&PF
Title: Transportation Corridor: Fairbanks Nome
Sponsor: James BRU: Planning
Requestor: House Finance Committee Components: #542

EXPENDITURES/REVENUES: (THOUSANDS OF DOLLARS)

OPERATING	FY 95	FY 96	FY 97	FY 98	FY 99	FY 00
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
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES						
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CHANGE IN REVENUES						
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FUNDING: (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
1006 GF/MHTIA	0.0	0.0	0.0	0.0	0.0	0.0
Other	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

ESTIMATE OF ANY CURRENT YEAR (FY M) COST \$

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)

Prepared By: Rep. Ron Larson, Co-Chair *R.L.* 465-3878
Rep. Eileen MacLean, Co-Chair *EPM* Phone: 465-4833
Division: House Finance Committee Date: 3/15/94
Approved By:
Agency: