

SB

130

STATE OF ALASKA

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 Bornite. 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.)

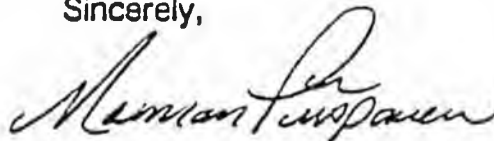
December 23, 1992

Placing photo control panels on ground (assumes all work done with helicopters).	\$920,000
Aerial photography for mapping.	\$85,000
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.	\$840,000
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

NOME CHAMBER OF COMMERCE

P.O. Box 251, Nome, Alaska 99762
Committee for Cooperation, Commerce
and Peace (907) 443-2002

Sen. Sharp
Transportation Chairman
Alaska State Senate

March 4, 1993

Senate Bill #130 and Senate Bill #131 (\$165,000.00 appropriation)

Proposed draft changes: (Underlined in bold print)
Jim Stimpfle, President
Nome Chamber of Commerce
Nome, Alaska

Senate Bill #130:

"An Act making a special appropriation to the Department of Natural Resources and Department of Transportation and Public Facilities to complete alignments, GPS mapping, engineering, and title support services, for transportation/energy corridors on State lands between Fairbanks and the Seward Peninsula; and providing for an effective date."

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

Section 1. The sum of \$770,000.00 is appropriated from the general fund to DNR's Division of Geological and Geophysical Surveys (DGGS), for GPS(Global Positioning System) mapping to identify route resources, viable mineral districts and adjoining resources along proposed corridors; and for the State Pipeline Coordinators Office to coordinate oversight review with inhouse personal; and for DOT&PF-Northern Region to estimate engineering design systems and provide special project support for RS-2477 assertions, identification and plotting of alignments working with DGGS and the State Pipeline Coordinator's Office.

PROPOSED CHANGES
NOME CHAMBER OF COMMERCE

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SB#130/131

3/4/93

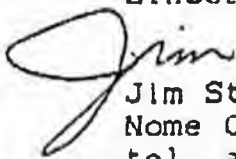
These proposals were drafted for your review and consideration after consulting with the Division of Natural Resources personnel who are currently engaged in determining state land selections to enhance future transportation and energy corridors for all Alaskans.

In view of on going budget cuts the State of Alaska is facing, it is imperative that appropriate multi-modal right-of-way studies be finished to insure that rural Alaskans have economic development options available while safeguarding environmental and subsistence life resources on the Seward peninsula.

In general terms, the Nome Chamber of Commerce supports a multi-modal right-of-way corridor to the Seward Peninsula for economic development to encourage eco-tourism to view wildlife and subarctic eco-systems, to develop mining for mineral or energy related employment opportunities for rural residents, with engineered designed safeguards to the environment and to insure that fish and wildlife resources are available for indigenous Native populations living along or near the right-of way. These are some of the expressed concerns of the Nome Chamber of Commerce.

It is recommended that the Village and Regional Native Corporations (BSNC) on the Seward Peninsula be consulted as to appropriate right-of-way corridors near their lands to either maximize economic development strategies and/or preserve subsistence lifestyles.

Sincerely



Jim Stimpfle, President
Nome Chamber of Commerce
tel. and FAX (907) 443-2002



*Department of Transportation
and Public Facilities*

POSITION PAPER

BILL NO: SB 130

APPROVED:

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

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.

For Further Information contact Keith M. ... at 465-3904.

POSITION PAPER(S)



STATE OF ALASKA
OFFICE OF THE GOVERNOR

BILL ANALYSIS

DEPARTMENT DOT&PF	DIVISION Planning	BILL NUMBER SB 130	SPONSOR Sharp
SHORT TITLE OF BILL Approp: Fairbanks-Nome Transportation Corridor			
DEPARTMENT POSITION Supportive			
PREPARED BY Norm Piispanen	DATE 3/2/93	COMMISSIONER'S SIGNATURE <i>[Signature]</i>	DATE 3-4-93

SUMMARY

OTHER AGENCIES AFFECTED BY BILL State/Federal Land and Resource Management Agencies	CONSTITUENT GROUPS AFFECTED BY BILL Interior/Seward Peninsula Residents Transportation Industry
ORGANIZATIONAL SUPPORT FOR BILL Mineral Industry Chambers of Commerce Transportation Industry	ORGANIZATIONAL OPPOSITION TO BILL Environmental Organizations Some Native Groups/Corporations

FISCAL IMPACT: NONE FISCAL NOTE ATTACHED

BACKGROUND/LEGISLATIVE INTENT

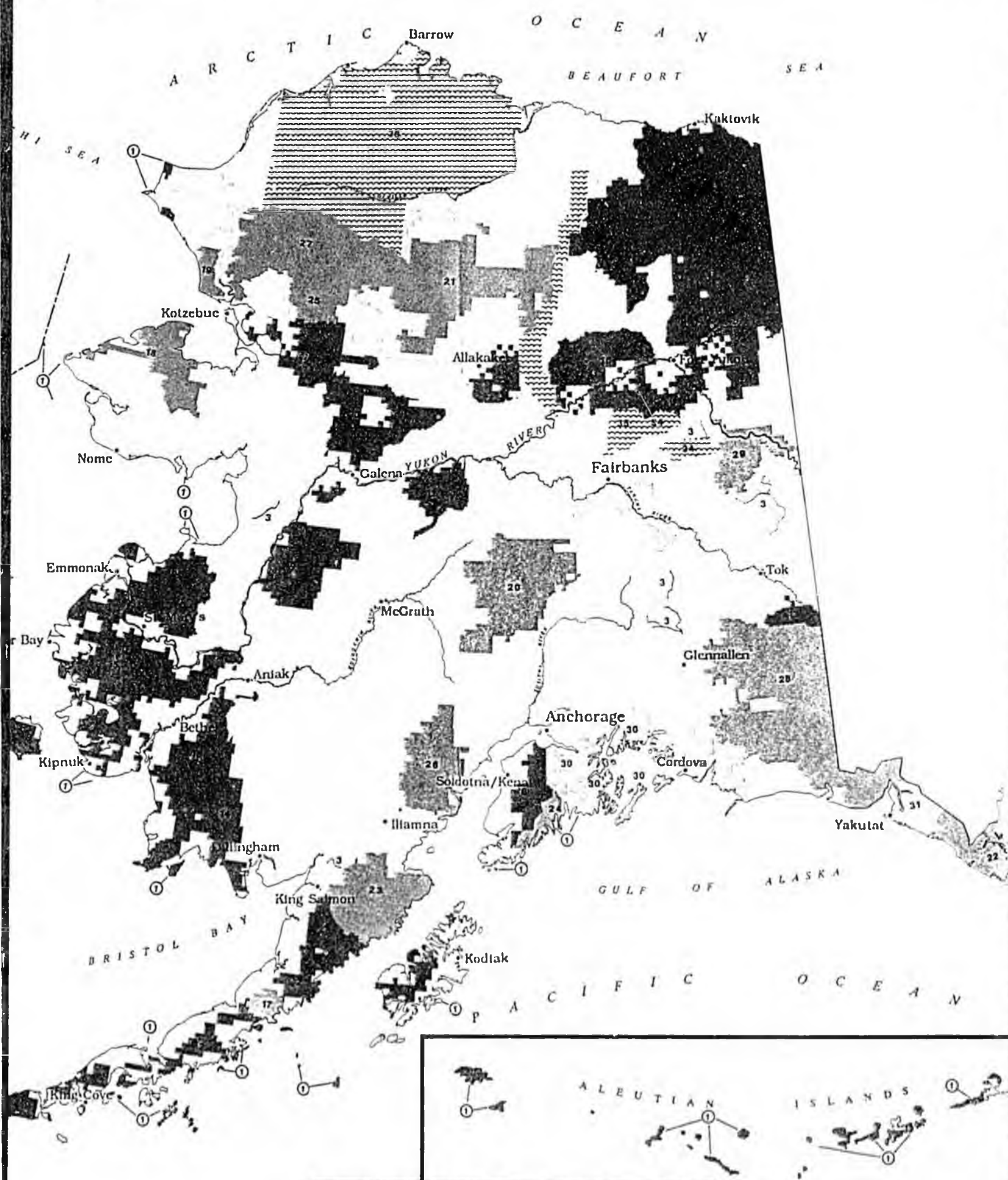
This bill addresses access to western Alaska, and through Alaska between North America and Asia/Europe.

ANALYSIS OF BILL/PROGRAM EFFECTS

The information gained from such a reconnaissance would be valuable to general land management and transportation planning for Interior and Western Alaska. DOT&PF is capable and willing to do the prescribed reconnaissance work.

AMENDMENTS PROPOSED

PLEASE ATTACH A SEPARATE SHEET FOR ADDITIONAL COMMENTS OR ANALYSIS



Federal Lands In Alaska

October 1991

ALASKA NATIONAL INTEREST LANDS CONSERVATION ACT CONSERVATION SYSTEM UNITS (CSU)

NATIONAL WILDLIFE REFUGE SYSTEM

- | | |
|-------------------------|---------------------|
| 1. Alaska Maritime NWR* | 9. Kodiak NWR |
| 2. Alaska Peninsula NWR | 10. Koyukuk NWR |
| 3. Arctic NWR | 11. Nowitna NWR |
| 4. Becharof NWR | 12. Selawik NWR |
| 5. Innoko NWR | 13. Tedlin NWR |
| 6. Izembek NWR | 14. Togiak NWR |
| 7. Kanuti NWR | 15. Yukon Delta NWR |
| 8. Kenai NWR | 16. Yukon Flats NWR |

* The Alaska Maritime National Wildlife Refuge consists of all the public lands in the coastal waters and adjacent seas of Alaska consisting of islands, islets, rocks, reefs, capes, and spires.

NATIONAL PARK SYSTEM

- | | |
|---|--|
| 17. Aniakchak Nat'l Monument and Preserve | 23. Katmai Nat'l Park and Preserve |
| 18. Bering Land Bridge Nat'l Preserve | 24. Kenai Fjords Nat'l Park |
| 19. Cape Krusenstern Nat'l Monument | 25. Kobuk Valley Nat'l Park |
| 20. Denali Nat'l Park and Preserve | 26. Lake Clark Nat'l Park and Preserve |
| 21. Gates of the Arctic Nat'l Park and Preserve | 27. Noatak Nat'l Preserve |
| 22. Glacier Bay Nat'l Park and Preserve | 28. Wrangell-Saint Elias Nat'l Park and Preserve |
| | 29. Yukon-Charley Rivers Nat'l Preserve |

NATIONAL FOREST SYSTEM

- | | |
|--------------------------|-------------------------------------|
| 30. Chugach Nat'l Forest | 32. Admiralty Island Nat'l Monument |
| 31. Tongass Nat'l Forest | 33. Misty Fjords Nat'l Monument |

BUREAU OF LAND MANAGEMENT

- | |
|---|
| 34. Steese Nat'l Conservation Area |
| 35. White Mountains Nat'l Recreation Area |
| 36. National Petroleum Reserve-Alaska |
| 37. Utility Corridor |

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|--|
| 3. National Wild and Scenic Rivers (Outside Conservation System Units) |
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Public Lands under BLM management, which may be subject to selection as State or Native Lands

MAJOR MILITARY

The information on this map should be used for illustrational purposes only. Contact a local office of the federal agency shown for precise land ownership or boundary information.

