

SB

131



*Department of Transportation
and Public Facilities*

POSITION PAPER

BILL NO: SB 131

APPROVED:

A handwritten signature in cursive script, appearing to read "J. J. Durkin", written over a horizontal line.

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(C)(2).



STATE OF ALASKA
OFFICE OF THE GOVERNOR

J. Horn

BILL ANALYSIS

DEPARTMENT DOT&PF	DIVISION Planning	BILL NUMBER SB 131	SPONSOR Sharp
SHORT TITLE OF BILL Transportation Corridor: Fairbanks to Nome			
DEPARTMENT POSITION Supportive			
PREPARED BY Norm Piispanen	DATE 3/3/93	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

This bill would result in identification of a multimodal right of way from Interior Alaska to the Seward Peninsula. Such a right of way could then be protected on public land; by reservation on State land, and by interim management on Federal land. It would facilitate transportation planning between Interior and Western Alaska. It could be developed, as needed to serve local and singular needs, while allowing for coordination and efficiency in satisfying long-term needs.

AMENDMENTS PROPOSED

None.

PLEASE ATTACH A SEPARATE SHEET FOR ADDITIONAL COMMENTS OR ANALYSIS

Alaska State Legislature

SENATOR
BERT SHARP
CHAIRMAN



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Senate Transportation Committee

SPONSOR STATEMENT

SB - 130 and SB -131

By: Senator Bert Sharp

SB-130 and SB-131 are intended to initiate preliminary action necessary to properly review and identify 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.

The futures of those 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 selections allotment, the major land ownership patterns are now discernible.

The legislation would direct the Department of Transportation to do aerial reconnaissance photography and interpretation. This work will identify apparent land ownership of areas within transportation corridors to be delineated and which offer the best cost effective options to access this vast resource rich area of our State.

The fiscal note is very modest and would authorize that most important first step. A step that will move us toward a more positive economic future for this large portion of Alaska.

FISCAL NOTE

Revision Date:
Title: Transportation Corridor: Fairbanks-Nome

Department Affected: DOT&PF
BRU:

Sponsor: Sharp
Requestor:

Component:
Component Serial Number:

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY94	FY95	FY96	FY97	FY98	FY99
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTUAL	0	0	0	0	0	0
SUPPLIES	0	0	0	0	0	0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
TOTAL OPERATING:	0	0	0	0	0	0

CAPITAL	4,090.0	3,210.0	0	0	0	0
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REVENUE FUND SOURCE	0	0	0	0	0	0
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FUNDING: (Thousands of Dollars)

1002 FEDERAL RECEIPTS	0	0	0	0	0	0
1003 GF MATCH	0	0	0	0	0	0
1004 GF	4,090.0	3,210.0	0	0	0	0
1005 GF/PROGRAM RECEIPTS	0	0	0	0	0	0
1006 GF/MHTIA	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
TOTAL FUNDING:	4,090.0	3,210.0	0	0	0	0

POSITIONS

FULL-TIME	25	25	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

Estimate of current year (FY93) impact: \$ _____


ANALYSIS: (Attach a separate page if necessary)
Funding amount is based on an estimate by DOT&PF (included in HB 182). Work would require hiring several survey crews, substantial air charter, and extensive GPS program.

Prepared by: Norm Piispanen

Phone: 451-2381

Division: Northern Region Planning

Date: March 3, 1993

Approved by Commissioner: 
Frank G. Turpin

Phone: 465-3901

Agency: Department of Transportation and Public Facilities

Date: March 3, 1993

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