

**HB**

**244**

SFIN

FILE

**SENATE FINANCE COMMITTEE REPORT**

DATE: 5/4/01

FURTHER:

REPORTED OUT  
MAY 05 2001  
SENATE FINANCE  
COMMITTEE

DATE TURNED IN TO OFFICE: 5 May 2001

Finance Committee considered CS FOR HOUSE BILL NO. 244(FIN)

*HB 244 RIGHT-OF-WAY TO DENALI BOROUGH FOR RAILROAD/UTILITY*

"An Act relating to a grant of state land to the Denali Borough for a railroad and utility corridor and a railroad development project; repealing provisions relating to a grant of a right-of-way of land for a railroad and utility corridor to the Alaska Industrial Development and Export Authority; and providing for an effective date."

and recommends:

- be replaced with \_\_\_\_\_ CS \_\_\_\_\_ (\_\_\_\_\_)
- adopt previous 5 CS CS HB 244 (RES)
- attached amendment(s)
- adopt Letter of Intent by \_\_\_\_\_ Committee
- further referral to \_\_\_\_\_ Committee

- Senate Bill:**  
 same title  
 new title
- House Bill:**  
 same title  
 technical title  
 new: SCR # \_\_\_\_\_

**NEW FISCAL NOTE(S):**

Department	Date	Fiscal	Zero	FN#
DNR	9/4/0	16.8		

**PREVIOUS FISCAL NOTE(S):**

Department	Date	Fiscal	Zero	FN#

APPROPRIATION - no fiscal note

SIGNATURES AND RECOMMENDATIONS:	DO PASS	DO NOT PASS	NO REC	AMEND
<i>[Signature]</i>			✓	
<i>[Signature]</i>			✓	
<i>[Signature]</i>			⊗	
<i>[Signature]</i>	✓			
<i>[Signature]</i>				
COCHAIR: <i>[Signature]</i>	✓			
COCHAIR: <i>[Signature]</i>	✓			

MAY 05 2001

SENATE FINANCE  
COMMITTEE

# FISCAL NOTE

STATE OF ALASKA  
2001 LEGISLATIVE SESSION

Fiscal Note Number:  
Bill Version: SCSCSHB244(RES)

( ) Publish Date:

Revision Date/Time (Note if correction): 05/04/2001  
Title: ROW to DENALI BOROUGH for RR/Utility

Dept. Affected: Natural Resources  
BRU: Minerals, Land & Water Dev  
Component: Land Sale/Muni Entitle

Sponsor: Rep. James

Requester: (S) FIN

Component Number: 2456

## Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007
Personal Services	13.8	28.6	4.5	24.9		
Travel	2.0	2.0	0.5	3.0		
Contractual	1.0	1.0		1.0		
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
<b>TOTAL OPERATING</b>	<b>16.8</b>	<b>31.6</b>	<b>5.0</b>	<b>28.9</b>	<b>0.0</b>	<b>0.0</b>

CAPITAL EXPENDITURES						
----------------------	--	--	--	--	--	--

CHANGE IN REVENUES ( )						
------------------------	--	--	--	--	--	--

## FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF	16.8	31.6	5.0	28.9	0.0	
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type)						
<b>TOTAL</b>	<b>16.8</b>	<b>31.6</b>	<b>5.0</b>	<b>28.9</b>	<b>0.0</b>	<b>0.0</b>

Estimate of any current year (FY2001) cost: None

Check this box if funding for this bill is included in the Governor's FY2002 budget proposal: [ ]

## POSITIONS

Full-time						
Part-time						
Temporary						

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

The CS allows the Denali Borough to acquire state land for a railroad corridor. The CS requires DNR to prepare title information for the corridor in FY 02 (by September 1), have staff available to coordinate with the Denali Borough, and then transfer the land. The FY 2002 costs are to prepare land status maps, including identification of valid existing rights, and to have staff available to respond to borough inquiries. DNR assumes that the Best Interest Finding and Public Notice required under the Constitution and AS 38.05, will occur in FY 03. DNR assumes it will take the Borough two years to complete the survey, and assumes that in FY 05, DNR will need to review and approve the survey, conduct final title review, and draft and issue deeds.

Prepared by: Bob Loeffler  
Division: Mining, Land and Water

Phone 269-8600

Date/Time 01-May-01

Approved by: Pat Pourchot  
Agency: Natural Resources

Date 01-May-01

For distribution information, call the Governor's Legislative Office

**ANALYSIS: (continued)**

Tasks FY 02:

- mapping to identify project area
- title research – determine state ownership
- identify third-party interests – current valid property rights

Personal Services (existing positions) – \$13.8

- NRO I – .5 month @ \$4.0/month = \$2.0
- NRO II – .5 month @ \$4.7/month = \$2.4
- NRM I – 1 month @ \$5.1/month = \$5.1
- Cartographer II (LRIS) – 1 months @ \$4.3/month = \$4.3

Tasks FY 03 ;

- Best Interest Finding and Public Notice
- Public meetings
- Land Records updates

Personal Services (existing positions) – \$28.6

- NRO II – 3 months @ \$4.7/month = \$14.1
- NRM I – 2 months @ \$5.1/month = \$10.2
- Cartographer II (LRIS) – 1 months @ \$4.3/month = \$4.3

Tasks FY 04

- issue survey instruction and coordinate with borough on survey

Personal Services (existing positions) – \$4.5

- Land Survey Assistant II - 1 month @ \$4.5/month = \$4.5

Tasks FY 05

- Survey determinations and review of final surveys
- Title research update
- Draft conveyance documents
- Land Records updates

Personal Services (existing positions) – \$24.9

- Land Survey Assistant II – 2 months @ \$4.5/month = \$9.0
- NRO II – 1 months @ \$4.7/month = \$4.7
- NRM I – .5 months @ \$5.1/month = \$2.6
- Cartographer II (LRIS) – 2 months @ \$4.3/month = \$8.6

# ALASKA STATE LEGISLATURE

REPRESENTATIVE  
JEANNETTE JAMES  
PO Box 56622  
North Pole, Alaska 99705  
(907) 456-1546  
FAX (907) 488-4271



While in Juneau  
State Capitol  
Juneau, Alaska  
99801-1182  
(907) 465-3743  
FAX (907) 465-2381

*Majority Leader*  
House of Representatives  
House District 34

May 3, 2001

To: Senator Pete Kelly  
co-chair, Senate Finance Committee

From: Representative Jeannette James

Subject: Request for hearing: HB 244

Please schedule the following bill for a hearing at your earliest possible convenience:

HB 244, An Act relating to a grant of land to the Denali Borough for a railroad and utility corridor and a railroad development project ...

A copy of the act, fiscal note and sponsor statement is attached, along with relevant maps and background material.

Thank you for your attention to this matter.

# ALASKA STATE LEGISLATURE

REPRESENTATIVE  
JEANNETTE JAMES

PO Box 56622  
North Pole, Alaska 99705  
(907) 456-1546  
FAX (907) 488-4271



While in Juneau  
State Capitol  
Juneau, Alaska  
99801-1182  
(907) 465-3743  
FAX (907) 465-2381

House of Representatives  
House District 34

## Sponsor Statement, HB 244

4/12/01

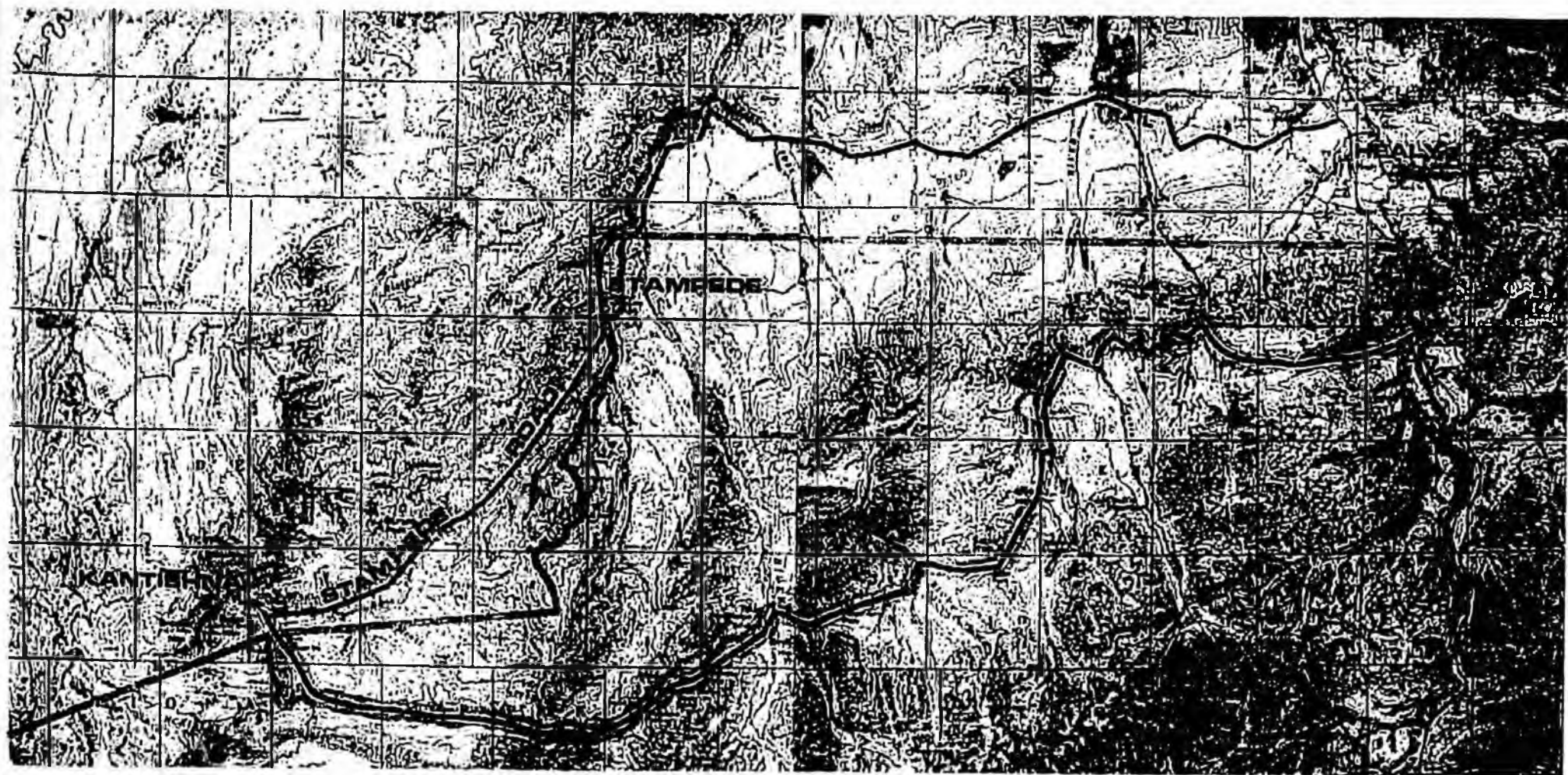
In order to help bring about economic development in the Denali Borough, and to relieve a bottleneck at the single entrance to Denali National Park, many Alaskans have strongly supported a new route into the park -- for tourists and for Alaskans alike.

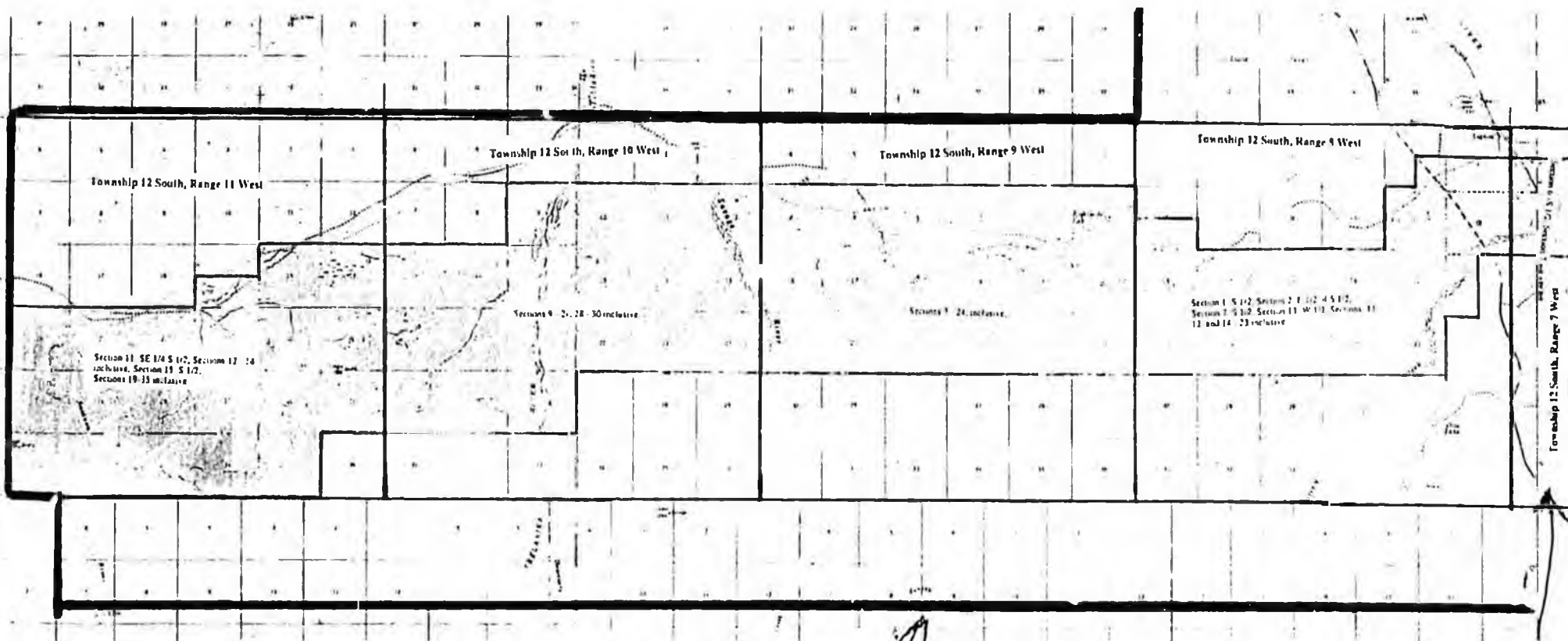
In 1998 HB 386 was signed into law, which authorized the Alaska Industrial Development and Export Authority to engage in a number of economic development activities. Section 25 of the bill provided for a right of way for a railroad and utility corridor to connect Healy with the eastern boundary of Denali Park, generally paralleling the Stampede Trail.

Kantishna Holdings, Inc. was authorized to finance and complete the project. HB 386, however, did not require AIDEA to act on the provisions of Section 25, and it did not.

The **technical purpose** of HB 244 is twofold. First, it substitutes the Denali Borough for AIDEA as drafted in HB 386. Second, it cancels the AIDEA authorization in Section 25 of that bill.

The **overall purpose** of HB 244 is to create real economic development opportunity in the Denali Borough by facilitating development of a visitor-oriented railroad and other facilities by Kantishna Holdings, Inc. HB 244 is strongly supported by the Denali Borough Mayor and Assembly. HB 244 is also consistent with findings of the National Park System Advisory Board -- Denali Park Task Force for improving park access through a new Northern entry route.





Reference map of proposed land corridor to be transferred to the Denali Borough from which a railroad right-of-way is to be selected by Kantishna Holdings, Inc.

**Note:**  
 Only the portion of T 12 S, R 7 W containing the proposed corridor is shown on this map - KHI

# DENALI BOROUGH

---

P. O. Box 480 • Healy, Alaska 99743  
Phone (907) 683-1330 • Fax (907) 683-1340  
dbgovt@mtaonline.net  
www.homestead.com\akdenali\borough.html



April 12, 2001

Representative Jeannette James  
State Capitol Building  
Juneau, AK 99801

John C. Gonzales, Mayor  
(907) 562-2346

Re: HB-244

Dear Representative James:

Thank you for the introduction of House Bill 244. I feel this bill has been a long time coming.

As you know, the Denali Borough Assembly adopted a resolution in 1993 endorsing a railroad/utility corridor for a northern Denali National Park access. Approximately one half million visitors come to the Park, and of this number only about 2% are able to go all the way to Wonder Lake. It's a shame that only this small number of visitors are permitted entrance to Wonder Lake.

We Alaska is should be proud to be able to share the wonders of not only the Mountain itself, but also the wildlife and beautiful scenery with those who wish to participate. This bill allows more visitors to share in the "Denali experience". I wish to remind you that Denali National Park is a critical element in the Alaska visitor industry throughout the state.

Kuntishna Holdings has proposed an environmentally sound, sensible, innovative, and unique tourism railroad between Healy and Wonder Lake to provide access to the growing number of Alaskan visitors.

On April 8, 2001 the Denali Borough Assembly voted unanimously in support of your bill and stated they urge you to make this bill a reality.

Representative James, let me assure you that I have complete confidence that the Denali Borough government is more than capable of administering the intent of this bill. We are not only capable, but we welcome the challenge.

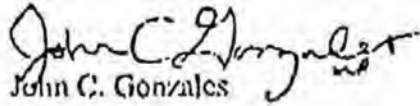
The Legislature by law has required local government to share in supporting its citizens.

Through this law the Borough must find ways to create revenue. In order to create revenue, we must have economic development and employment.

With your bill, the Denali Borough government and its citizens can continue to work toward self-sufficiency.

Please feel free to contact me if you have any questions. The Denali Borough Assembly, Staff and myself are at your service.

Sincerely,



John C. Gonzales  
Mayor

Rep. Jeanette James  
State Capitol  
Rm 214  
Juneau, Alaska 99801-1182



Re: HB-244  
April 12, 2001

Dear Rep. James:

When the George Parks Highway opened in 1972, there was already a recognition among transportation planners, far sighted legislators and visitor industry leaders of the need for better access into Denali National Park and Preserve. Prior to the Parks Highway opening, an overland trip to Denali meant driving to Paxon Lodge via Glenallen from Anchorage or through Delta Junction from Fairbanks, then venturing across the Denali Highway, little more than a seasonal trail in those days, a beautiful, but long trip. It's important to note that the Parks Highway is the most recent major transportation infrastructure Project to be built in Alaska, now approaching 30 years of age. Today, Delta and Glenallen are the gateways to Prince William Sound and Wrangell Saint Elias NP.

The other way to get to Denali before the Parks Hwy opened was via the Alaska Railroad from Fairbanks or Anchorage. Rail was a less arduous more reliable and far more comfortable way to travel. However today, even with all the changes in how to get there, Denali Park is still served by the same single internal road (a road that fails even to comply with national or state highway safety standards) and the visitor volume has grown from between 40,000 to 60,000 in 1970's to over 500,000 per annum in 2000. Unfortunately, only about 2% of the visitors who come to see Mt. McKinley across Wonder or Reflection Lakes ever do.

Kantishna Holdings, Inc. (KHI) first proposed building a railroad to the vicinity of Kantishna in 1991. Upon exploration, KHI determined that a rail system operation transferring bus and rail passengers at a terminal location near Wonder Lake would allow the Park visitor volume to double without any additional vehicles being placed on the road system. Not only that, but the actual number of vehicles events on the road each year could be reduced when NPS administrative vehicles were eliminated in favor of Park personnel using the railroad. Likewise, passenger, freight and equipment delivery to the Kantishna would made simple, fast and cost efficient for the NPS, the railroad and other Park Inholders.

This Project is an environmentally sound and sensible proposal to provide for long term resource protection in Denali while allowing visitors, especially children, to see the park without having to endure an 8 hr bus ride - out and back. There are over 70,000 school age children in the Alaska's railbelt, not to mention the balance of the state, of whom perhaps less than 3% have ever been to Wonder Lake. And, the entire route is outside the Wilderness Areas of the Park. We firmly believe that those allowed to view the Park will help to preserve it for future generations.

Perhaps the most significant statewide impact of this bill is the advancement of the Denali Railway System Project and its effect on the expanding visitor industry which has been growing at about 7% p.a. for the past 10 years. At this writing, there is no proposal by the State of Alaska or the Federal Government for new access into Denali Park. The NPS and a group state employees did conjure up a publicly funded plan for the South Side of Denali but it had no real access into the park and has all but failed at this point. Prior to that plan being hatched, the National Park System Advisory Board had made a finding in the Denali Task Force process endorsing the creating of a new northern railroad route to Wonder Lake.

The main impact of northern rail access development at Denali Park will be new year-round jobs for Alaskans and a new economic base for the Denali Borough. Keep in mind, the Denali Borough is not likely to directly benefit much from the proposed Alaska Natural Gasline Project, the proposed National Missile Defense System and no new major mining project is planned in the area. In fact, gas development and transport may have an adverse effect on the Usibelli Mine operations, the premiere coal operation in Alaska, and that could adversely impact the residents and future of the Denali Borough. In other words, between the Talkeetna Cutoff and Fairbanks there is virtually no proposed major economic development project outside of this Project.

As for cost-benefit analysis, it's fairly simple: Minimal public cost, great community benefit. The Denali Borough has an active role in the management of the lands already under their control and they have the experience and competent personnel needed to manage the activities outlined in HB-244. Clearly, there will be ample oversight on this project, not only the portion covered in HB-244, which is all state land, but also on the portion extending into the Park. HB-244 also shows the new Secretary of the Interior that the State of Alaska has the willingness to pursue other types of economic development beyond oil and gas.

Simply put, this is a Public/Private undertaking, the kind so often promoted by economic development organizations in Alaska and nationally, that will provide for long term economic provision in the Denali Borough. It is year-round infrastructure developed through private capital for the long term.

HB-244 works, for Denali National Park and its neighbors. I wish to compliment you and the rest of the Legislature for your farsightedness in this matter and, I look forward to any questions you may have regarding the Project.

With thanks and very best regards I am,

Sincerely yours,  
Joseph N. Fields III, President  
Kantishna Holdings Inc.

Senate Finance Committee  
Juneau, Alaska

April 30, 2001

Dear Chairman Torgerson and Resources Committee Members:

My name is Linda Paganelli. I live in Healy AK, Dist 34. I do not support the North Access solution as put forth in CSHB 244 based on the following:

**NO PUBLIC COMMENT:** CSHB 244 legislatively mandates the DNR to transfer 3500 acres of state land to the Denali Borough for the purpose of development of a railroad and utility corridor. The land in question is not available for selection as part of the Borough's land entitlement. The bill authorizes DNR to disregard this fact and also the Alaska Statutes established to protect lands retained in the public domain. If this bill passes, there will be no determination that this transfer is in the state's best interest, nor will there be opportunity for public comment. What possible motive can justify this legislative attempt at circumventing the laws of the land? [AS 38.04.065 and AS 38.05.035, .945, and .946.]

**SWEETHEART DEAL:** The bill legislatively designates Kantishna Holdings, Inc. as the sole beneficiary of economic development within this corridor. In other words, CSHB 244 is a state give-away, of prime wildlife habitat and recreation lands, to a private developer. Where was it determined that enabling Kantishna Holdings, Inc. to be the sole developer is in the State's Best Interest? Why is this opportunity not open to a competitive bid? Why would the Denali Borough and the State Legislature hog-tie the citizens of the borough to a company that has not demonstrated a need for a railroad, the economic feasibility of a railroad, nor financial backing to support this project?

**NO EXPERIENCE:** The Denali Borough has no land use or transportation plan. The borough has one land clerk. There is no infrastructure in place to absorb the responsibilities inherent in this project. On the contrary, the assembly shirks the notion of planning and made no efforts to encourage public participation in the formulation of this deal. Neither the borough nor Kantishna Holdings, Inc. has railroad experience. What can the justification be of passing a bill replete with the onus task of planning, studying, designing, constructing, developing, and operating a railroad to two entities with no experience?

To attempt to address a project of this magnitude without consulting the citizens, businesses, and agencies to be affected is irresponsible, makes for a bad bill, and does not bode well for the projects success.

**Please Vote DO NOT PASS on CSHB 244.**

Linda A. Paganelli – Denali Watch Coordinator –Northern Center – Healy, AK

**Subject:** [Fwd: HB 244]  
**Date:** Tue, 01 May 2001 09:44:28 -0800  
**From:** Pete Kelly <Senator\_Pete\_Kelly@Legis.state.ak.us>  
**Organization:** Alaska State Legislature  
**To:** Kristopher Knauss <Kristopher\_Knauss@Legis.state.ak.us>

---

**Subject:** HB 244  
**Date:** Sun, 29 Apr 2001 18:09:54 -0800  
**From:** "Nancy Bale" <nancybale@hotmail.com>  
**To:** Senator\_John\_Torgerson@legis.state.ak.us, senator\_drue\_pearce@legis.state.ak.us,  
Senator\_Rick\_Halford@legis.state.ak.us, Senator\_Pete\_Kelly@legis.state.ak.us,  
Senator\_Kim\_Elton@legis.state.ak.us, Senator\_Georgianna\_Lincoln@legis.state.ak.us,  
Senator\_Robin\_Taylor@legis.state.ak.us

To: Chairman Torgerson and Members of the Senate Resource Committee  
Re: HB 244  
From: Nancy Bale  
PO Box 240054  
Anchorage, AK 99524

I urge you to recommend NO PASS on this bill. I am a 25 year resident of Denali Borough, who worked in Denali Park and own property in the Borough, I oppose this bill. Here are some quick points.

1. This is a land grant to the Denali Borough that sidesteps the normal process provided in the State's Tanana Basin Area Plan. The area plan recommended that this area be unavailable for borough selection and be managed for wildlife habitat and recreation. Local area consumptive users have not asked for this bill.
2. The residents of the Denali Borough are doing fine, with one of the highest per capita incomes in the state and with many budding tourism businesses of smaller, local character. Again, the people whom the bill proposes to "benefit" have not asked for it.
3. I oppose North Access into Denali. This bill is part of a larger push all the way to Kantishna. I worked in Kantishna for 23 summers, and I assure you that it is one of the gems of tourism, precisely because access is limited.
4. State and federal land planning guidelines do not favor this project. The North Additions to Denali National Park and Preserve were added to provide habitat for Park caribou and their predators. The area in question, while not a part of the Park, is surrounded on three sides by Park. State management guidelines, through the Tanana Basin Area Plan have favored leaving this area in public ownership for multiple use and wildlife habitat.
5. This land grant provides a specified private developer with sole rights to the project. No competitive bidding process or accountability has been solicited. Such a situation appears to be highly irregular.
6. A railroad project may prove to be unfeasible and not cost effective. What guarantees has the developer provided.
7. The Bill states, in Subsection B, line 08, "Upon approval by the department (DNR) of the land identified under this subsection, the borough shall survey the land, and upon submission of the survey to the department (DNR), the department shall convey the land to the borough." The Denali Borough has no road powers. Who will pay for this survey???

There is a fiscal note attached to the bill, but the note is only for the

corridor identification, not the survey. The Denali Borough is currently configured to pass most of its revenue to the local school. How can it be guaranteed that the actions specified in this bill will not either take money away from the local school or end up being a black hole for more state money.

This bill contains so many financial unknowns, I am surprised that it has made it so far. I appreciate your attention to my comments, and I will try to testify, but demands of work on April 30 will probably prevent my coming before you in person. Please consider my remarks. If you have any questions or would like to be directed to resources on this matter, feel free to call or email me.

Nancy Bale  
(907) 277-3825  
nancybale@hotmail.com

---

Get your FREE download of MSN Explorer at <http://explorer.msn.com>

May 3 2001

Dear Senate Finance Committee,

Thank you for considering testimony on HB244. I am opposed this bill. We should not allow our state land to be developed for the benefit of Kantishna Holdings Inc. and the Denali Borough Assembly. We do not know who Kantishna Holdings Inc. represents, or to what extent there may be conflicts of interest. It is certain that a land owners and investors in the Kantishna area will be made very wealthy. Wealth is not a bad thing - I would like to be rich myself some day. But Alaskans do not want their public land subordinated to the national park system. We did not want the National Park Service to get this land and we do not want public or private developers to get it either. I ask you to question the motives of those who have shown extreme hostility to the National Park Service but now insist on helping them solve their transportation problems whether they need it or not, and without consulting them.

The Denali Borough is motivated by both money and power. The Borough is supported primarily by a bed tax. Borough residents have refused to contribute even a nominal amount to support local government. I support the assembly's effort to find new sources of revenue, but developing the Wolf Townships does not serve the interests, economic or otherwise, of the residents of the borough or the State of Alaska. There are tens of thousands of acres of land east of Panguingue subdivision where development is appropriate. The wolf Townships are an attraction in themselves. Those who are fixated on Denali National Park need a different more creative perspective. Many more people visit the Wolf Townships than will ever be turned away by the park's transportation system. It is worth noting that people from all over the globe are coming here as a result of Jon Krakaur's book Into the Wild, the story of Chris McCandless's death.

Sheer cussedness has blinded our Borough assembly. These are the kind of people who if you told them not to put their heads through the balusters in your stair case they would. The State of Alaska has until now kept this land undeveloped for the benefit of all, and they just cannot stand it. Contrary to what Mr. Fields has stated, the Denali Borough does not represent the stated wishes of borough voters, especially on land use issues. The people of the Borough have made their wishes clear. The local Fish and Game Advisory Board voted to oppose HB244 - 5 opposed and 1 abstained. Members of the Chamber of Commerce, businessmen, and individual citizens have all voiced their opposition.

In my opinion building a northern access to Denali National Park through the Wolf Townships will make the welfare of Alaska's people collateral damage in a war over money and power. I ask you to question everything about this bill, especially the premise that Alaskans must sacrifice this public land to help out the National Park Service.

Sincerely

David Braun

Box 222

Healy 99743 PH 683-2654 sueb@usibelli.com



To FAX: 465-2187

Printed On Recycled Paper

Please distribute to all members

May 4, 2001

To: Senate Finance Committee

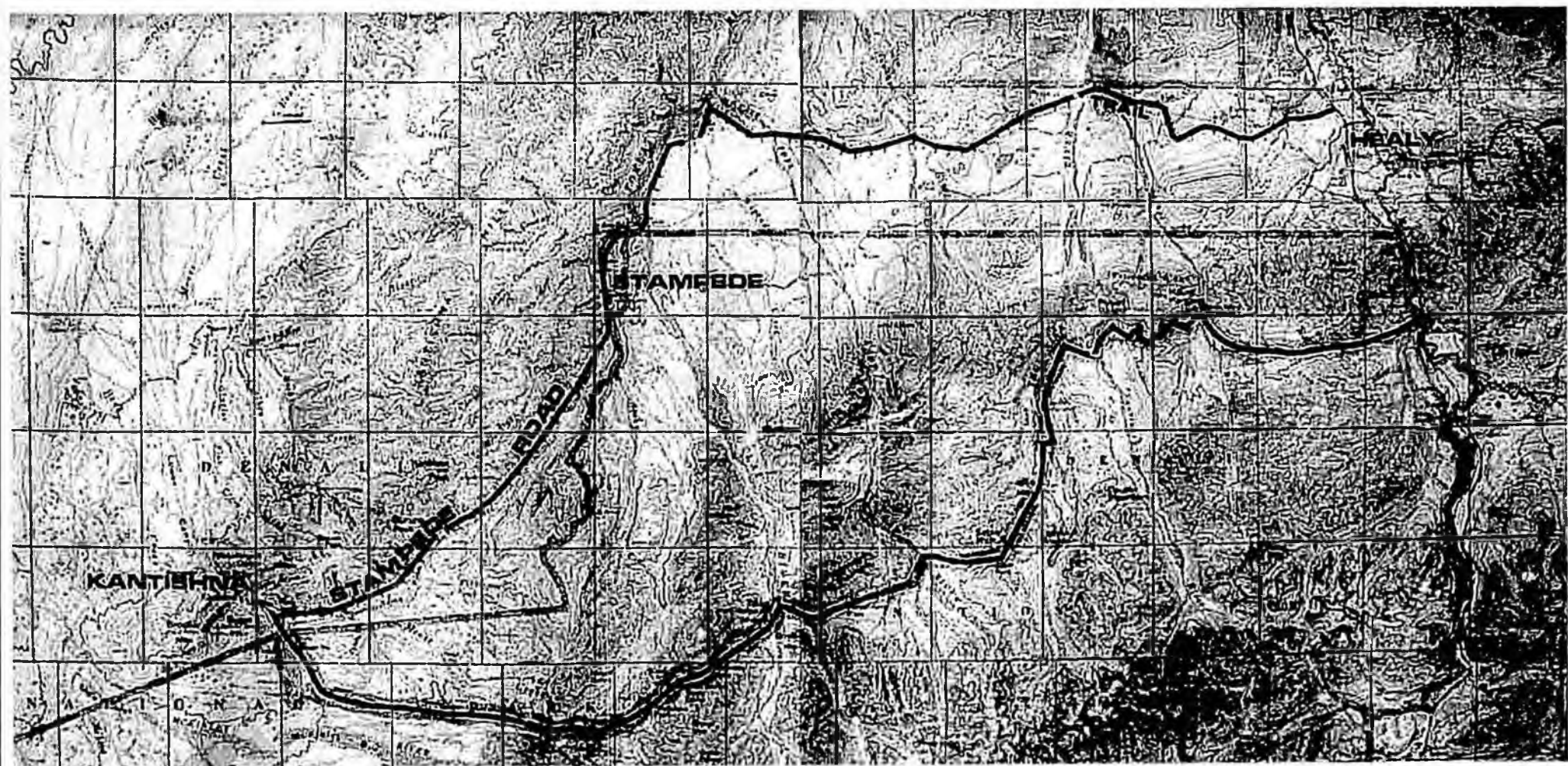
I understand HB 244 is going before the Senate Finance Committee and want to state that we are emphatically opposed to this bill for multiple reasons.

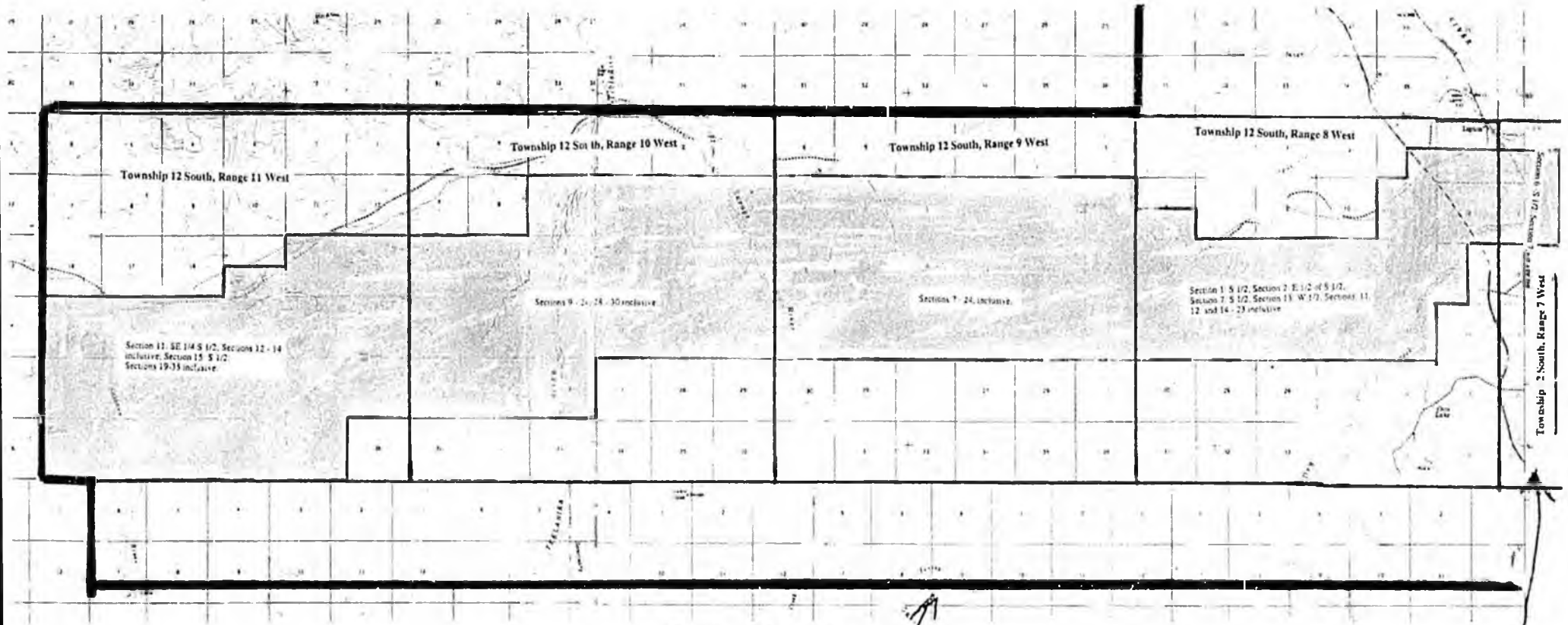
- 1) We have been following the Kantishna Railroad project over the years and, in our opinion, it is not a financially sound project, and it shouldn't be supported in any way by borough, state, or federal governments.
- 2) Public resources should not be dedicated to a private enterprise without thorough public review, and no bill should specifically list a private enterprise as a beneficiary. Public resources should not support such a financially absurd project.
- 3) Kantishna Holdings, Inc. has not demonstrated the ability to operate a railroad, much less plan one, and there is no evidence that even if a railroad was desired that this enterprise should be the one selected to plan and operate it.
- 4) Any transportation corridor concerning Denali National Park must include the National Park Service in the planning process. Making land management determinations on state land for a project that ultimately must incorporate federal lands without first coordinating with the National Park Service planning process is inefficient, wasteful, and imprudent.

On behalf of our family of companies, including Alaska Wildland Adventures, Denali Backcountry Lodge, Denali Wilderness Lodge, and Denali Cabins, and on behalf of our twenty, year around Alaskan staff, we urge you to vote against this bill.

Respectfully,

Kirk Hoessle  
President





PARK BOUNDARY

Reference map of proposed land corridor to be transferred to the Denali Borough from which a railroad right-of-way is to be selected by Kantishna Holdings, Inc.

**Note:**  
**Only the portion of T 12 S, R 7 W containing the proposed corridor is shown on this map - KHI**

# SENATE COMMITTEE REPORT

DATE: 4/30/01

FURTHER: Finance

DATE TURNED  
IN TO OFFICE: 05/03/01

Resources Committee considered CS FOR HOUSE BILL NO. 244(FIN)

*RIGHT-OF-WAY TO DENALI BOROUGH FOR RAILROAD & UTILITY*

"An Act relating to a grant of state land to the Denali Borough for a railroad and utility corridor and a railroad development project; repealing provisions relating to a grant of a right-of-way of land for a railroad and utility corridor to the Alaska Industrial Development and Export Authority; and providing for an effective date." and recommends:

- be replaced with Sen CS CS HB 244 ( RES )
- adopt previous \_\_\_\_\_ CS \_\_\_\_\_ ( \_\_\_\_\_ )
- attached amendment(s)
- adopt Letter of Intent by \_\_\_\_\_ Committee
- further referral to \_\_\_\_\_ Committee

- Senate Bill:**  
 same title  
 new title  
**House Bill:**  
 same title  
 technical title  
 new: SCR # \_\_\_\_\_

**NEW FISCAL NOTE(S):**

Department	Date	Fiscal	Zero	FN#

**PREVIOUS FISCAL NOTE(S):**

Department	Date	Fiscal	Zero	FN#
DNR	4/26/01	✓		2

APPROPRIATION - no fiscal note

SIGNATURES AND RECOMMENDATIONS:	Do PASS	Do NOT PASS	No REC	AMEND
<i>[Signature]</i>				✓
<i>[Signature]</i>		✓		
<i>[Signature]</i>			✓	
<i>[Signature]</i>	✓			
<i>[Signature]</i>	✓			
CHAIR: <i>[Signature]</i>	✓			

SENATE FINANCE COMMITTEE

SIGN-IN

HB 244-RIGHT-OF-WAY TO DENALI BOR. FOR RR/UTIL.

NAME: Bob Loeffler Subject/Bill No: HB244  
Co./Dept./Title: DNR, Div of Mining Land & Water Phone: 269-2600  
Address: 550 W 7<sup>th</sup> Ave Anch Zip: 99501  
Do you wish to testify?  Yes  No  Respond To Questions

NAME: \_\_\_\_\_ Subject/Bill No: \_\_\_\_\_  
Co./Dept./Title: \_\_\_\_\_ Phone: \_\_\_\_\_  
Address: \_\_\_\_\_ Zip: \_\_\_\_\_  
Do you wish to testify?  Yes  No  Respond To Questions

NAME: \_\_\_\_\_ Subject/Bill No: \_\_\_\_\_  
Co./Dept./Title: \_\_\_\_\_ Phone: \_\_\_\_\_  
Address: \_\_\_\_\_ Zip: \_\_\_\_\_  
Do you wish to testify?  Yes  No  Respond To Questions

NAME: \_\_\_\_\_ Subject/Bill No: \_\_\_\_\_  
Co./Dept./Title: \_\_\_\_\_ Phone: \_\_\_\_\_  
Address: \_\_\_\_\_ Zip: \_\_\_\_\_  
Do you wish to testify?  Yes  No  Respond To Questions