

ALABAMA LEGISLATURE  
POLITICAL DIVISION

HOUSE and SENATE FINANCE COMMITTEE  
1993-1994 FILLES, . . .

988

62

SECTION 8

Many businesses are registering their vehicles in the non-commercial categories claiming they are not used for business but are used for such things as personal transportation. This eliminates this loop hole and requires them to pay commercial fees. The biggest category affected will be passenger cars and rental vehicles which have been rented for non-commercial transportation. The average difference in registration fees will be \$16 for approximately 25,000 vehicles.

Revenue - 25,000 vehicles @ \$16	\$400,000
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SECTION 9 AND 10

This Section changes the Municipal Vehicle Registration Tax amounts to 10% for FY 94.

Additional work must be performed to change the computer programs to reflect the new rates and in training the employees on the new rate structure. This work alone is not enough to justify a full-time position, but absorbing it will adversely affect other administrative functions.

Approximately 480,000 vehicles, or 81% of the total number of registered vehicles, are in areas subject to the tax. Any increase in fees increases the workload in public service offices of the Division, since DMV employees collecting the tax will receive public complaints, which take time and result in increased delays for the others in line. The public sees this as a state tax and not a local municipal property tax. Frequent changes to the fee increase processing time, because employees will not be as familiar with the fees. There are only 17 different registration fees, but there are 89 different categories for the registration tax.

Department of Public Safety  
Fiscal Note Analysis - CSHB 179(FIN) am  
Page 5 of 7

Based on DMV's experience, increases of this nature will impact workloads 3-5%. As a result, DMV will increase the field office staffing by 3% or 3 PFT positions. Under the proposed bill, DMV's retention of funds to cover collection costs would be increased from 5% to 8%, subject to appropriation by the legislature. The increase is adequate to cover the increased cost of administering the program in FY 94 and FY 95.

The increase in revenue for DMV retention, above the FY 94 current rate calculations, is as follows:

FY94	FY95	FY96	FY97	FY98	FY 99
140.6	281.2	281.2	281.2	281.2	281.2

Detailed costs for Sections 10 through 13 are as follows:

Personal Services	FY94 (9mos.)	FY95	
3 Motor Vehicle Rep I/II positions	\$ 82.0	\$109.5	
Contractual	\$ 55.1	\$ 1.6	
Mail-out registration forms			
Regular registration forms			
Computer line charges			
Equipment	\$ 15.0		
3 Computer work stations			
	TOTAL	\$152.1	\$111.1

SECTION 11

This Section clarifies Section 4.

SECTION 12

This amendment further clarifies the definition of mobile homes (see related SECTION 6.)



Position Title <b>Motor Vehicle Representative I/II</b>			Number of Positions <b>3</b>	Range/Step <b>8/9</b>	Bargaining Unit <b>GGU</b>
Time Status <b>PFT</b>	Staff Months <b>9 (1st year)</b>		Location <b>Statewide</b>	Election District <b>Statewide</b>	
Type of Expenditure			Amount		
1			2		3
Salary*			54.7		
Benefits*			27.3		
Premium Pay (Included in Above)					
Other					
Total Personal Services					82.0
Travel					
Contractual					55.1
Commodities					
Equipment					15.0
Other					
Total Cost					152.1
Funding Source For Total Cost					
Federal Receipts 1002					
G.F. Match 1003					
General Fund 1004					
Program Receipts/GF 1005					152.1
I-A Receipts 1007					
CIP Receipts 1061					
Other					
* Personal Services Salary and Benefits Costs are from PACS calculations.					

**Justification**  
The adoption of this legislation is estimated to impact the workload of the Division by 3-5%. Approximately 355,000 vehicles, or 66% of the total number of vehicles are in areas subject to the tax. Any increase in fees increases the workload in the public service offices of the Division, since DMV employees collecting the tax will receive the public complaints. Also, frequent changes to fees increases processing time, because employees will not be familiar with the fees. For example, there are only 17 different registration fees, but there are 89 different categories for the registration tax.

**REQUEST FOR  
NEW POSITION**

AGENCY Department of Public Safety  
BRU Motor Vehicles  
COMPONENT Field Services

**FY 94**

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Revised Date \_\_\_\_\_

# FISCAL NOTE

STATE OF ALASKA  
1993 LEGISLATIVE SESSION

No. 2  
Bill Version: CSHB 179 (FIN)  
(H) Publish Date: 4/15/93

Revision Date: 4/14/93 Dept. Affected: Public Safety  
Title: "An Act relating to motor vehicles" BRU: Motor Vehicles  
Component: Field Services  
Sponsor: House Labor & Commerce  
Requestor: House Labor & Commerce COMPONENT SERIAL NO. 502

**EXPENDITURES/REVENUES: (Thousands of Dollars) (inflation not included)**

OPERATING	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99
PERSONAL SERVICES	82.0	109.5	0	0	0	0
TRAVEL						
CONTRACTUAL	115.1	61.6	61.6	61.6	61.6	61.6
SUPPLIES						
EQUIPMENT	15.0					
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
<b>TOTAL OPERATING</b>	<b>212.1</b>	<b>171.1</b>	<b>61.6</b>	<b>61.6</b>	<b>61.6</b>	<b>61.6</b>

CAPITAL						
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REVENUE FUND SOURCE: 1005	2891.0	3031.6	3031.6	3031.6	3031.6	3031.6
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**FUNDING: (Thousands of Dollars)**

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts	212.1	171.1	61.6	61.6	61.6	61.6
1006 GF/MHTIA						
Other						
<b>TOTAL</b>	<b>212.1</b>	<b>171.1</b>	<b>61.6</b>	<b>61.6</b>	<b>61.6</b>	<b>61.6</b>

**POSITIONS:**

FULL-TIME	3	3	0	0	0	0
PART-TIME						
TEMPORARY						

Estimate of current year (FY 93) impact: none

ANALYSIS: (Attach a separate page if necessary.)

Please see attached.

Prepared By: Juanita Hensley Phone: 465-4361  
Division: Motor Vehicles Date: 4/14/93  
Approved by Commissioner: *[Signature]* Date: 4/14/93  
Agency: Richard I. Burton, Dept. of Public Safety

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Department of Public Safety  
Fiscal Note Analysis - CSHB 179(FIN)  
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SECTION 1

This is a technical amendment to reflect the current computer technology in use. The Department of Public Safety uses a relational database in the Alaska Public Safety Information Network (APSIN). With this type of database there is no separate file or database that could be called "the vehicle register". The creation of such a list for sale to user has historically been done for more than 20 years and this amendment clarifies this sale as an electronic service. This protects over \$100,000 in revenue from those vendors who argue that this list should be provided at no charge. There is no fiscal since this amendment clarifies the current situation.

SECTION 2

This Section clarifies Section 1.

SECTION 3

This section allows the Division to design special plates and charge a one-time fee of \$30.00 for their issuance. This is similar to the existing fee structure for personalized plates and these fees would be in addition to the normal registration fees and taxes. This analysis assumes that 10,000 plates would be issued annually.

Contractual cost - 10,000 plates @ \$6	\$60,000
Revenue - 10,000 plate fees @ \$30	\$300,000

SECTION 4

This section would place Alaska in compliance with uniform federal regulatory guidelines for the issuance of handicap plates. These standards limit the plates and the use of special parking places to those persons with mobility handicaps. Current Alaska law allows those with other than mobility handicaps to obtain the plates. Revenue estimates are based on the assumption that 15% or 480 of the 3200 persons with these plates would not qualify and would have to pay regular fees.

Revenue - 480 registrations @ \$35	\$16,800
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Department of Public Safety  
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#### SECTION 5

This amendment closes a loop hole in the current law that allows dealers to misuse the dealer plate and prevents further loss of revenue. Since only one dealer was known to have misused the plates the additional revenue will be negligible.

#### SECTION 6

This amendment takes away the authority to issue vehicle titles to mobile homes. In almost all cases the mobile homes are permanently mounted in trailer parks and should be classed as real property. A title is usually only required when the mobile home is financed because the banks feel getting a vehicle title is easier than filing a UCC lien or a real property lien. Since the title is optional the division usually cannot guarantee ownership since there is no clear chain of documents normally associated vehicle ownership. There would be a small loss of revenue from the approximately 150 titles issued each year.

Revenue - 150 title and lien fees @ \$10 (\$1,500)

#### SECTION 7

This amendment improves efficiency by removing ambiguity associated with senior citizen exemptions and eliminating associated problems. Many senior citizens buy and sell several vehicles during the year and try to claim exemptions on each one. The statute only allows one exemption per year. There is no fiscal impact.

#### SECTION 8

Historically only 25-30% of vehicle owners use the mail to renew vehicle registrations. The remainder, over 300,00, come in person to a DMV office adding to the long lines when there is no need to do so. This section charges an additional \$10 for those who do not use the mail service. This approach was taken over giving a discount to those who use the mail because it is a revenue generator rather than a revenue loss. It places the cost directly on those who are creating the efficiency loss. Even with this incentive it is estimated that 200,000 owners will still come in person to renew their vehicles.

Revenue - 200,000 @ \$10 \$2,000,000



Department of Public Safety  
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Based on DMV's experience, increases of this nature will impact workloads 3-5%. As a result, DMV will increase the field office staffing by 3% or 3 PFT positions. Under the proposed bill, DMV's retention of funds to cover collection costs would be increased from 5% to 8%, subject to appropriation by the legislature. The increase is adequate to cover the increased cost of administering the program in FY 94 and FY 95.

The increase in revenue for DMV retention, above the FY 94 current rate calculations, is as follows:

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Computer line charges		
Equipment	\$ 15.0	
3 Computer work stations		
	TOTAL	\$152.1
		\$111.1

SECTION 12

This Section clarifies Section 4.

SECTION 13

This amendment further clarifies the definition of mobile homes (see related SECTION 6.)



Position Title Motor Vehicle Representative I/II			Number of Positions 3	Range/Step 8/9	Bargaining Unit GGU
Time Status PFT	Staff Months 9 (1st year)		Location Statewide	Election District Statewide	
Type of Expenditure			Justification		
			The adoption of this legislation is estimated to impact the workload of the Division by 3-5%. Approximately 355,000 vehicles, or 66% of the total number of vehicles are in areas subject to the tax. Any increase in fees increases the workload in the public service offices of the Division, since DMV employees collecting the tax will receive the public complaints. Also, frequent changes to fees increases processing time, because employees will not be familiar with the fees. For example, there are only 17 different registration fees, but there are 89 different categories for the registration tax.		
1	2	3			
Salary*	54.7				
Benefits*	27.3				
Premium Pay (Included in Above)					
Other					
Total Personal Services		82.0			
Travel					
Contractual			55.1		
Commodities					
Equipment			15.0		
Other					
Total Cost		152.1			
Funding Source For Total Cost					
Federal Receipts	1002				
G.F. Match	1003				
General Fund	1004				
Program Receipts/GF	1005	152.1			
I-A Receipts	1007				
CIP Receipts	1061				
Other					
* Personal Services Salary and Benefits Costs are from PACS calculations.					

REQUEST FOR  
NEW POSITION

AGENCY Department of Public Safety  
BRU Motor Vehicles  
COMPONENT Field Services

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Revised Date

FY 94

NO. 1  
CSHA 179(Fin)  
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ALASKA STATE LEGISLATURE  
HOUSE BILL NO. 179

HISTORY IN THE HOUSE

1993  
2/24 Read first time and referred to:  
L & C Fin

3/11 L & C RPT CS(L & C) New Title  
2 DP 0 DNP 4 NR 0 AM  
1 FN OFN Previous FN

4/15 Fin RPT CS(Fin) New Title  
4 DP 3 DNP 1 NR 1 AM  
1 FN OFN Previous FN

4/20 Read second time  
CS(FIN) Adopted #1... Passed

Amended

4/20 Advanced

4/20 Read third time

4/20 Return to second for specific amendment

4/20 PASSED EFD Same  or  
Yeas 24 Yeas 36  
Nays 15 Nays 3  
Excused 0 Excused 0  
Absent 1 Absent 1

Intent adopted

4/20 Reconsideration *Martin*  
4/21 Reconsideration ~~not~~ taken up

PASSED ON RECON. EFD Same  or  
Yeas 24 Yeas 35  
Nays 15 Nays 4  
Excused 0 Excused 0  
Absent 1 Absent 1

Intent adopted

4/21 Reported correctly engrossed  
Signed by Speaker, to the Senate  
*[Signature]*  
Chief Clerk of the House

HISTORY IN THE SENATE

1993  
4/21 Read first time and referred to:  
FIN

RPT( ) CS DP NR DNP AM  
New Title Same Title Previous FN  
FN OFN To

RPT( ) CS DP NR DNP AM  
New Title Same Title Previous FN  
FN OFN To

RPT( ) CS DP NR DNP AM  
New Title Same Title Previous FN  
FN OFN To

Rules Calendar( ) CS AM Other  
New Title Same Title Previous FN  
FN OFN

Read second time

CS Adopted ( ) New Title  
Amended Advanced

Read third time

Letter of Intent adopted  
Return to second for specific amendment

PASSED EFD Same  or  
Yeas Yeas  
Nays Nays  
Excused Excused  
Absent Absent

Reconsideration  
Reconsideration not taken up

PASSED EFD Same  or  
Yeas Yeas  
Nays Nays  
Excused Excused  
Absent Absent

Reported correctly engrossed  
Signed by President, to the House  
Secretary of the Senate

**HOUSE-SENATE HISTORY Continued**

19	<p>Received from the Senate _____</p> <p>Concur in Senate amendment  Y ___ N ___ E ___ A ___  _____ Efd same or Y ___ N ___ E ___ A ___</p> <p>Failed to concur Senate amendment, ask Senate recede  Y ___ N ___ E ___ A ___</p> <p>Senate failed to \ receded from amendment  Y ___ N ___ E ___ A ___</p> <p>CC appointed by House _____ Chair</p> <p>_____</p> <p>CC appointed by Senate _____ Chair</p> <p>_____</p> <p>(H) Granted Limited Powers of Free Conference</p> <p>(S) Granted Limited Powers of Free Conference</p>
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19	<p>(H) Adopted CC Rpt _____  Y ___ N ___ E ___ A ___  _____ Efd same or Y ___ N ___ E ___ A ___</p> <p>(S) Adopted CC Rpt _____  Y ___ N ___ E ___ A ___  _____ Efd same or Y ___ N ___ E ___ A ___</p> <p>To enrolling  Reported enrolled and sent to Governor</p> <p>_____ By Governor</p> <p>Legislative Resolve Number _____</p> <p>Filed with Lieutenant Governor</p>
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# DIVISION OF LEGAL SERVICES

## LEGISLATIVE AFFAIRS AGENCY STATE OF ALASKA

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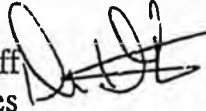
130 Seward Street, Suite 409  
Juneau, Alaska 99801-2105

### MEMORANDUM

April 23, 1993

**SUBJECT:** Sectional Summary of CSHB 179(FIN) am (An Act relating to motor vehicles and mobile homes)

**TO:** Representative Bill Hudson  
Chair, House Labor and Commerce Committee

**FROM:** David R. Dierdorff   
Revisor of Statutes

You have requested a sectional summary of the above-described bill.

As a preliminary matter, note that a sectional summary of a bill should not be considered an authoritative interpretation of the bill and the bill itself is the best statement of its contents. - If you would like an interpretation of the bill as it may apply to a particular set of circumstances, please advise.

As introduced, HB 179 initially consisted only of that portion of HB 65, an omnibus fee bill introduced at the request of the governor, that dealt with motor vehicles. In the House committees and on the floor, amendments were made that deleted former sec. 3, rewrote the amendment to AS 28.10.181(d) relating to special plates for persons with disabilities, and increased the motor vehicle tax that a municipality may elect to have collected by the state. To the extent that sections of CSHB 179(FIN)-am are identical to those of HB 65, this sectional incorporates by reference the sectional analysis transmitted by the governor, a copy of which is attached.

Section 1. This appeared in HB 65 as sec. 50. In HB 179, the concept of "registered vehicles," which was amended out in the governor's bill, has been retained. This was done because the term "registered vehicles" is used in eight other provisions of AS 28.10 and the language included in the second sentence of AS 28.10.071(a) is the closest thing there is to a definition of the term.

Sec. 2. This was not in HB 65. It is needed to conform the language to the amendment made in sec. 1.

Secs. 3 - 8. These were secs. 52 - 57 in HB 65. Some minor changes were made to reflect our drafting style, but the substance of the provisions is identical.

Sec. 9. This section was not in HB 65. The section was originally in HB 179 only to delete the reference to mobile homes, which reference is not needed given the exclusion of mobile homes from the definition of "vehicle" in sec. 12 of the bill. In CSHB 179(FIN) am, the amounts of the tax on motor vehicles are increased, effective January 1, 1994. This tax is one that a municipality may elect to levy and have the state collect for it. A municipality may elect not to impose a tax, or to tax at a different rate and collect the tax itself. This bill does not change that.

Sec. 10. Increases from five to eight the percentage that may be retained by the state for collecting the optional motor vehicle tax for municipalities.

Sec. 11. This was not in HB 65. The amendment of AS 28.10.181(d) in sec. 4 (relating to registration and special license plates for vehicles owned by persons with disabilities) requires this amendment to AS 28.10.495(c), relating to special parking permits for vehicles used to transport persons with disabilities.

Sec. 12. This was in HB 65 as sec. 58. It excludes "mobile homes" from the definition of "vehicle" for purposes of AS 28. Because of provisions incorporating this definition by reference, this amendment may have an effect on that term as it is used in AS 11.46.490, AS 45.45.240, and AS 46.03.900. It should be pointed out that AS 28 contains references to "house trailers," and that neither that term nor "mobile homes" is defined. Because registration fees and other important provisions are involved, it is recommended that the legislature consider further amendments and clarification to ensure, for example, that recreational house trailers, which some might categorize in some instances as "mobile homes," continue to be licensed when used on the state's highways.

Sec. 13. The repealers are those that were in sec. 70 of HB 65, plus the additional repeal of AS 28.10.421(d)(12), which is rendered meaningless by the repeal of AS 28.10.181(k).

Secs. 14 - 15. The effective date provisions.

**BILL NO:** CSHB 179(FIN) am

**DATE:** April 23, 1993

**TITLE:** "An Act relating to motor vehicles and mobile homes..."

**CONTACT:** C.E. Swackhammer  
Deputy Commissioner  
465-4322

**P O S I T I O N P A P E R - Department of Public Safety**

CSHB 179(FIN)am was originally introduced as part of HB 65, the Governor's Omnibus bill. House Labor and Commerce Committee chose to separate HB 65 into separate bills dealing with sectional content, thus introducing HB 179 dealing with the motor vehicle portions of the Governor's Omnibus bill. The fiscal note analysis describes each section and breaks out the revenue per section. The following is a brief sectional analysis:

Section 1 and 2 clarifies current law to reflect the current computer technology by allowing the Division to sell the vehicle registration list in an electronic format.

Section 3 would place Alaska in compliance with uniform federal regulatory guidelines for the issuance of handicap license plates. The federal guidelines require the person with the handicap be mobility impaired. The current law allows those other than mobility handicap to obtain the handicap license plate.

Section 4 closes a loop hole in existing law that allows car dealers to misuse dealer license plates. This amendment will require a car dealer to use both plates on a car instead of one.

Section 5 takes away the authority to issue vehicle titles to mobile homes. In almost all cases the mobile homes are permanently mounted in trailer parks or on private property and should be classed as real estate property.

Section 6 improves efficiency by removing ambiguity associated with senior citizen exemptions and eliminates associated problems. Many senior citizens buy and sell several vehicles during a year and try to claim exemptions on each one. Existing law allows for one free registration per year.

Section 7 allows the Division to charge an additional \$10.00 fee to a persons vehicle registration renewal if a person chooses to come in person to a Division office to renew their registration instead of renewing by mail. This section is meant to lessen the long lines at the Division field offices.

Section 8 will require businesses to register their vehicles as commercial vehicles and not as passenger cars. The largest category affected by this section will be rental car companies who claim they are not using the vehicles for commercial purposes.

Section 9 and 10 increases the Municipal Vehicle Registration Tax amounts by 10%. These sections were amended in House Labor and Commerce Committee by Representative Porter and were further amended by House Finance Committee.

Section 11 further clarifies Section 3 of the bill.

Section 12 further clarifies the definition of mobile homes.

Section 13 repeals the mobile home titling requirement in Section 5.

The Department of Public Safety wholeheartedly supports this legislation, as 2 million dollars in program receipt authority for the Division of Motor Vehicles operating budget is based on the passage of SB 99 or HB 179.

A handwritten signature in cursive script, appearing to read "R. L. Burton", written over a horizontal line.

Richard L. Burton  
Commissioner

# HOUSE LABOR AND COMMERCE COMMITTEE

ALASKA STATE LEGISLATURE

STATE CAPITOL, JUNEAU, AK 99801-1182  
(907) 465-4954



House Bill 179, Motor vehicle registration, fees, etc.

Departmental contact: Lee Ann Lucas, Department of Public Safety  
465-4322

Departmental personnel who testified:

Juanita Hensley  
Division of Motor Vehicles  
465-2650

<b>Omnibus Legislation - Fiscal Impact Sectional</b>					
<b>Section</b>	<b>Department</b>	<b>Brief Description</b>	<b>Discussion of Fiscal Impact</b>	<b>Revenues (including savings)</b>	<b>Cost</b>
1 thru 32	Revenue	Changes issuances of liquor licenses by the Alcohol Beverage Control Board from the current annual issuance to biennial.	Will enable staff to spread workload out over two years thereby enabling more efficient processing and utilization of existing staffing levels.		
33 thru 35	Administration	Office of Public Advocacy: Will enable OPA to determine a reasonable fee schedule for public guardians.	Due to time required to develop and implement regulations, no revenue is projected for FY 94. Until fee schedule is established, future revenue projections are difficult.	Not yet determined	
36 thru 38	Education	Alaska Commission on Postsecondary Education: Authorizes assessment of a 1% guarantee fee to be used to offset losses due to student loan debt cancellation due to death, disability or bankruptcy of the student.	Total revenue to be generated in FY 94 is 500.0 in corporate receipts	500.0	
39 thru 43	Education	Alaska Commission on Postsecondary Education: Authorizes same 1% guarantee fee as established in sections 36 through 38 in these other loan programs: Memorial Scholarship Loan Program, Teacher Scholarship Loan Program, and Family Education Loan Program.	Total revenue to be generated in FY 94 is 13.0 in corporate receipts	13.0	
44	Labor	Allows department to set fees by regulation for administering certain examinations and processing applications for special boiler and pressure vessel inspector commissions (currently there is no charge).	Anticipate fee of \$25.00 which will annually generate estimated \$375.00 to general fund.	0.4	
45	Labor	Eliminates the current statutory requirement that plumber and electrician certificates of fitness be valid for either one year or three years; gives the department the authority to set time frame by regulation	No fiscal impact; currently revenues fluctuate due to one or three year renewal. Change to a two year certificate will stabilize program receipts coming to the department.		

## Omnibus Legislation - Fiscal Impact Sectional

Section	Department	Brief Description	Discussion of Fiscal Impact	Revenues (including savings)	Cost
46	Labor	Eliminates current statutorily prescribed certificate of fitness fees for plumbers and electricians and gives the department the authority to do so by regulation; allows the department to charge for issuing duplicate certificates	Anticipate application and exam fee of \$50.00 to generate 118.5 in program receipts. Of this amount, 93.5 is currently authorized in the Governor's FY 94 operating budget. Fiscal note requests additional authorization of 25.0.	25.0	25.0
47	Public Safety	Alaska Police Standards Council: Authorizes the adoption of regulations to collect fees for processing applications for state certification of non-state police and correctional officers and instructors.	Based on issuance of 170 non-state certificates at a charge of \$50.00 per certificate, an estimate 8.5 in general fund program receipts is expected. The amount is projected to increase by 5% in future years.	8.5	
48	Labor	Increases the application filing fee for employment agency permits from the current \$10 to \$100.	Only eight agencies are currently licensed; fee increase will generate an additional \$720.00.	0.7	
49	Administration	Office of Public Advocacy: Deletes the requirement that OPA provide guardian ad litem in child custody proceedings.	Estimated savings is 100.0. Because OPA is continually underfunded, this reduction was not taken in the Governor's FY 94 operating budget.	100.0	
50	Public Safety	Clarifies department's ability to recover cost in generating computerized vehicle registration lists by clarifying this sale as an electronic service.	No new revenues; "protects" the department's ability to continue collecting the current 100.0 in revenue now collected from vendors who have argued the list should be provided at no charge.		

## Omnibus Legislation - Fiscal Impact Sectional

Section	Department	Brief Description	Discussion of Fiscal Impact	Revenues (including savings)	Cost
51	Public Safety	Allows the department to issue special vehicle license plates depicting Alaska wildlife and other images; \$30.00 fee for issuance will be charged.	Estimate 10,000 plates will be annually issued. Contractual cost is 60.0 and estimated annual revenue is 300.0. These costs and revenues are not reflected in FY 94 operating budget.	300.0	60.0
52	Public Safety	Changes the eligibility for free vehicle registration and license plates for disabled persons by narrowing the definition to include only those most in need of special parking. Will put Alaska in compliance with uniform federal regulatory guidelines.	Increased revenue of 16.8 is expected. Based on assumption that 15% (or 480) of current persons with these plates will not qualify and will have to pay regular fees.	16.8	
53	Public Safety	Clarifies current statute that requires car dealers to use two dealer plates per vehicle.	No fiscal impact.		
54	Public Safety	Eliminates authority to issue vehicle titles to mobile homes. Revenue impact is noted in sec. 70.	Will result in loss of revenues based on 50 titles and lien fees of \$10.00 not being issued by Public Safety.	-1.5	
55	Public Safety	Clarifies the statute that senior citizens are entitled to free vehicle registration of only one vehicle each calendar year.	Fiscal impact discussed in sec. 70.		
56	Public Safety	Provides an additional vehicle registration fee of \$10.00 for registration not done by mail.	Currently 25-30% of vehicle owners use mail. With this financial incentive, it is estimated 100,000 of the 300,000 "walk in" registrants will use mail. The remaining 200,000 that will continue to "walk in" will generate 2,000.0 in increased revenues.	2,000.0	

## Omnibus Legislation - Fiscal Impact Sectional

Section	Department	Brief Description	Discussion of Fiscal Impact	Revenues (including savings)	Cost
57	Public Safety	Clarifies the requirement that companies and businesses that register a vehicle in a company or business name must pay a commercial registration fee.	Estimated revenue increase is 400.0 based on average difference in registration fees of \$ 16.00 for approximately 25,000 vehicles.	400.0	
58	Public Safety	Amends the definition of vehicle in statute to delete "mobile homes."	Relates to section 54; no additional fiscal impact.		
59	Administration	Exempts money that state receives for administering group insurance programs under AS 39.30.090 (primarily health insurance programs) from the definition of program receipts.	The Governor's FY 94 operating budget makes this fund source shift from general fund/program receipts to Benefit Systems Receipts.	683.0	
60 thru 61	Administration	Amend State Insurance Catastrophe Reserve Account statute by providing that payments to the state of insurance claim settlement money and money received as recovery for losses are deposited directly into this account.	No fiscal impact; however will enable compliance with existing federal cost allocation standards. Failure to comply may require state to reimburse some federal funds.		
62	Natural Resources	Clarifies the department's authority to accept cash or other donations to support state park operations	No fiscal impact.		
63	Natural Resources	Expands the department's authority to collect fees for services in state parks; fees would vary for each park.	Installation of estimated 44 fee stations would be phased. Revenue estimate from these fees is reflected in sec. 71.		
64	Administration	Office of Public Advocacy: This section is related to the changes made in sections 33-35; eliminates the requirement that OPA provide free attorney representation in certain cases.	Estimated savings of 100.0 as a result of these changes are included in section 49.		

## Omnibus Legislation - Fiscal Impact Sectional

Section	Department	Brief Description	Discussion of Fiscal Impact	Revenues (including savings)	Cost
65	Environmental Conservation	Allows charging of fees for any services relating to programs currently stipulated in AS 44.26.025 (a) (now can only charge for permits and inspections). Also modifies list of services for which fees can be charged to reflect direct costs of program.	Because regulations would have to be adopted, fees would not be collected until FY 95 and projected increased revenues are 700.0. FY 94 cost of implementation is 75.3. This impact is not reflected in FY 94 operating budget.	700.0	75.3
66	Environmental Conservation	Authorized department to set fees for both direct and indirect costs of air quality permit program. Change is required by federal Clean Air Act.	Due to start up delays, revenues and expenditures would not be in place until FY 95.	3,747.1	1,882.0
67	DIHSS	Adds new category to state's optional list for federal Medicaid coverage. These are children under age 21 who are eligible for adoption assistance under current law because of special medical or rehabilitative needs.	Estimated FY 94 GF savings is 17.7 which increases in future years. The GF savings is made up by matching federal funds. This savings has not been reflected in FY 94 operating budget.	17.7	
68	DIHSS	Adds new category established in section 67 to priority list of Medicaid eligibility list.			
69	Administration	Office of Public Advocacy: Deletes the requirement that OPA represent minors in commitment proceedings (corresponds to section 64 amendment).	Estimated savings of 100.0 as a result of these changes are included in section 49.		
70	Public Safety	Section includes the repeal of the "occasional use" provision which will require owner of vehicles registered under the "occasional use" category to pay full fees.	Average increase as a result of "occasional use" change is \$20.00.	35.1	

<b>Omnibus Legislation - Fiscal Impact Sectional</b>					
<b>Section</b>	<b>Department</b>	<b>Brief Description</b>	<b>Discussion of Fiscal Impact</b>	<b>Revenues (including savings)</b>	<b>Cost</b>
71	Natural Resources	Establishes a temporary fee schedule for state parks pending the promulgation of permanent regulations.	FY 94 costs of 78.0 includes installing 18 fee collection stations and the design/production of fee collection envelopes and the fee stations. Revenues of 150.0 are estimated in FY 94 and increase in future years.	150.0	76.0
72.	Revenue	Provides the time table for implementing the biennial issuance of liquor licenses by the Alcoholic Beverage Control Board.			
73 thru 77	Multiple	Effective dates			
<b>Total</b>				<b>8,545.8</b>	<b>2,042.3</b>

**HFB**

**182**

HFIN

FILE



8-LS0297J ✓  
Chenoweth  
1/18/94

CS FOR HOUSE BILL NO. 182( )

IN THE LEGISLATURE OF THE STATE OF ALASKA  
EIGHTEENTH LEGISLATURE - SECOND SESSION

BY

Offered:

Referred:

Funding Information:	General Fund	\$7,300,000
	Other Funds	<u>-0-</u>
		\$7,300,000

Sponsor(s): REPRESENTATIVES JAMES, Mulder

A BILL

FOR AN ACT ENTITLED

1 "An Act making a special appropriation to the Department of Transportation and  
2 Public Facilities for identification and delineation of a transportation and utility  
3 corridor between Fairbanks and the Seward Peninsula; and providing for an  
4 effective date."

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

- 6 \* Section 1. The sum of \$7,300,000 is appropriated from the general fund to the  
7 Department of Transportation and Public Facilities for reconnaissance photography and study  
8 and for right-of-way mapping in conjunction with identifying and delineating a transportation  
9 and utility corridor between Fairbanks and the Seward Peninsula.
- 10 \* Sec. 2. The unexpended and unobligated portion of this appropriation lapses into the  
11 general fund June 30, 1996.
- 12 \* Sec. 3. This Act takes effect immediately under AS 01.10.070(c).

# Alaska State Legislature

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

House District 34



2

White 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.



*Department of Transportation  
and Public Facilities*

# POSITION PAPER

BILL NO: HB 182

APPROVED:

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

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 Katy McHugh at 465-3904.*

# STATE OF ALASKA

HB 182

3

WALTER J. HICKEL, GOVERNOR

FISCAL  
ANALYSIS

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

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CHIEF OF PLANNING AND ADMINISTRATIVE SERVICES

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>

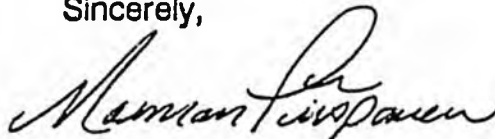
(This is as far as we could go without performing on-the-ground work. It would be adequate for identifying a corridor. It would not be adequate for identifying right of way limits. The following steps would be required for defining the necessary right of way. The estimated costs do not include environmental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

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



## 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.

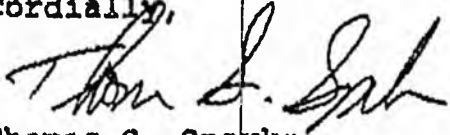
While BSNC favors the above noted bills, action would be needed by our Board of Directors on BSNC's stance of the actual building of a corridor between Fairbanks and the Seward Peninsula.

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

6.

L

ALASKA MINERS ASSOCIATION, INC.  
NOME BRANCH  
P.O. BOX 1974  
NOME, ALASKA 99762

March 1, 1993

Senator Bert Sharp  
Room 514  
State Capitol  
Juneau, Alaska 99801-1182

and

Senator Mike Miller  
Room 423  
State Capitol  
Juneau, Alaska 99801-1182

Dear Senators,

We have reviewed Senate Bill No. 130 and 131 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 to resource development on lands within the state and the Seward Peninsula has much to offer.

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

Thanks kindly.

Sincerely,



Irene Anderson  
Chair

cc: Senator Al Adams  
Representative Richard Foster

# WESTERN ARCTIC COAL

# the Alaska Miner

7.

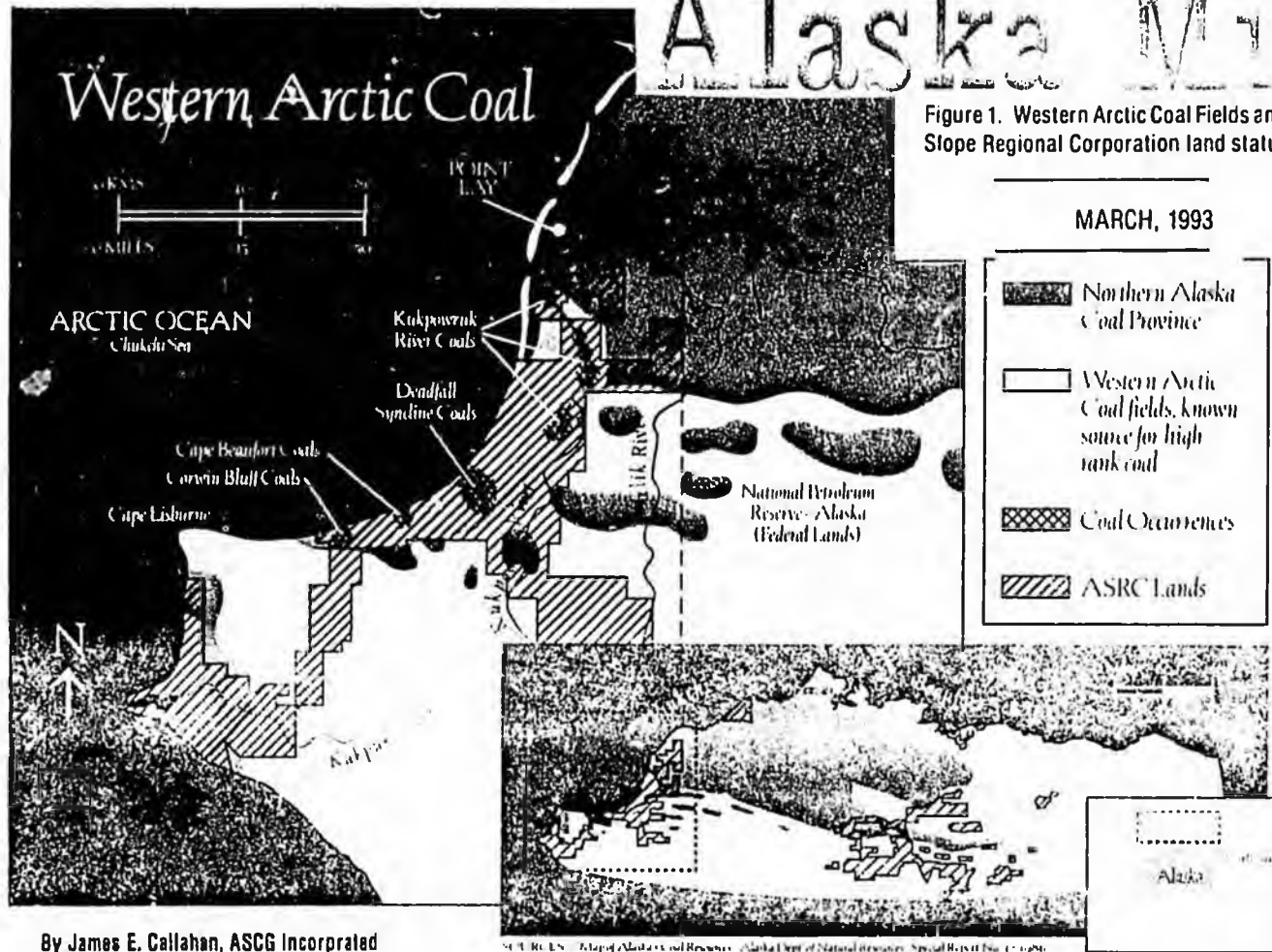


Figure 1. Western Arctic Coal Fields and Arctic Slope Regional Corporation land status.

MARCH, 1993

By James E. Callahan, ASCG Incorporated  
 Steve W. Denton, Denton Civil & Mineral  
 Teresa A. Imm, ASCG Incorporated

## INTRODUCTION

Located in northern Alaska is the Northern Alaska Coal Province (NACP), one of the largest coal provinces in the world. The NACP underlies approximately 30,000 square miles and extends 300 miles eastward from the Chukchi Sea. At the western end of the NACP lies the Western Arctic Coal Fields which contain hypothetical reserves of three billion tons of clean-burning, high-rank coal. The Western Arctic Coal Fields (figure 1), which lies outside the National Petroleum Reserve-Alaska boundary, is owned in large part by a private corporation, Arctic Slope Regional Corporation (ASRC). ASRC holds title to both surface and subsurface land and is working actively to market its coal deposits to the world.

## GEOLOGY

Substantial bituminous coal resources are present in the Corwin Formation of the Nanushuk Group of Cretaceous age on the Arctic Slope of Alaska. The Corwin is a progradational fluvio-delta plain type deposit which thins in a southwest to northeast direction, from Corwin Bluffs reaching a zero edge south and southwest of Barrow. The

maximum measured thickness is in the type section at Corwin Bluff, where Chapman and Sable (1960) measured a 15,000 foot section. This figure was revised to 11,000 feet by Smiley (1969), based on repetition of floral zones resulting from faulting within the section. Elsewhere, large thicknesses of the upper part of the formation have been removed as a result of post-depositional uplift, deformation and erosion in the northern foothills belt of the Brooks Range. As a consequence of deep burial and subsequent exposure, the best quality coals (i.e., with the greatest heating value) are exposed in the foothills, in broad east-west trending synclinal basins separated by complexly faulted anticlinal belts. In the present Arctic Coastal Plain of the National Petroleum Reserve-Alaska (NPPRA), near surface coals exhibit a steadily decreasing trend in heating values northward from the foothills toward the shoreline.

In the foothills of the western Arctic, west of NPPRA, relatively detailed investigations specifically oriented to evaluation of coal resources have focused on three areas: The Kukpowruk River, Cape Beaufort, and the Deadfall Syncline. On the Kukpowruk River about 30 miles from Point Lay, a 23 foot coal is exposed in the south limb of the Howard

Syncline. This coal has been extensively drilled and sampled in the immediate vicinity of the cutbank exposure, by private interests and by the U.S. Bureau of Mines (USBM) and the U.S. Geological Survey (USGS). However, information on its lateral extent and continuity is limited, particularly to the east. At Cape Beaufort, in the onshore portion of a synclinal basin, about 7,500 feet of the Corwin formation is present. The USBM and USGS conducted drilling and trenching operations in that area to evaluate several promising coals during the 1960's and 1970's. In 1982, exploratory work sponsored by the State of Alaska was begun on private lands of ASRC in the Deadfall Syncline northeast of Cape Beaufort.

At Cape Beaufort, the thickest known coal reaches a maximum thickness of approximately 17 feet, but it contains a thick zone of clay partings interbedded with high ash coal. Several other coal seams reach a thickness of 11 feet, these contain numerous clay partings and a high ash "bony" zone. One 11 foot seam appears to be free of thick partings and maintains its thickness for three miles or more along strike. However, dip angles along the southeast flank of the basin increase fairly rapidly from a minimum of about 15 degrees on the northeast to over 50 degrees at the

southwest end of the syncline. Dip angles also increase quite rapidly downsection in the coal-bearing part of the Corwin Formation. These conditions are less favorable for conventional surface or underground mining.

It is the Deadfall syncline that currently holds the most promise for near-term development. The western extension of the Deadfall Syncline contains 7,000-8,000 feet of Corwin Formation, and known coals are generally comparable in thickness and quality to those coals at Cape Beaufort and the Kukpowruk River, with the added advantage of lower dip angles and dip-slope topography. Reconnaissance drilling funded by the State of Alaska in 1983 confirmed the presence of several thick coals in the axial plunge area of the basin. Exploratory work continued in 1984 by Howard Grey and Associates for Arctic Slope Consulting Engineers at both Cape Beaufort and the Deadfall Syncline. The purpose of the program was to evaluate sites for development of a small scale mining operation to provide coal as a substitute for fuel oil in western Alaska. Based on the 1984 work and preceding investigations, the Deadfall area was selected. In August, 1991, additional exploratory drilling was initiated by the Arctic Slope Consulting Group for the purpose of identifying a block of minable reserves large enough to develop for export. This included drilling to confirm the continuity and quality of an 18+ foot coal seam, and relatively deep drilling up- and down-section to begin to assemble a complete stratigraphic record through the coal-bearing section.

In the Deadfall Syncline, the thickest known coal seam, the K3 seam, reaches a maximum thickness of 18 feet. This maximum occurs near the axis of the syncline, where dips are less than 10 degrees over a broad area. Several other coals occur in the same part of the stratigraphic section at Deadfall Syncline. Two of these coal seams are found lower in the section, than the thick K3 seam, and reach thicknesses of greater than eight feet and 12 feet respectively on the north flank of the basin. The project area covers approximately 10% of the eastern end of the syncline (figure 2). Over 100 shallow to moderately deep (750 foot maximum) boreholes, as well as numerous auger holes have been drilled in the project area (figure 3). Drilling on the east end of the syncline has been used to establish the reserve base for future mining in the area. Recent boreholes have been logged using natural gamma and gamma density tools. These tools provide good resolution in coal beds and indicate the lithology of over- and underburden rocks (figure 4).

#### COAL QUALITY

The apparent rank of most unweathered samples of Nanushuk coals from the foothills basins of the central and western Arctic is high-volatile A to C bituminous, with heating

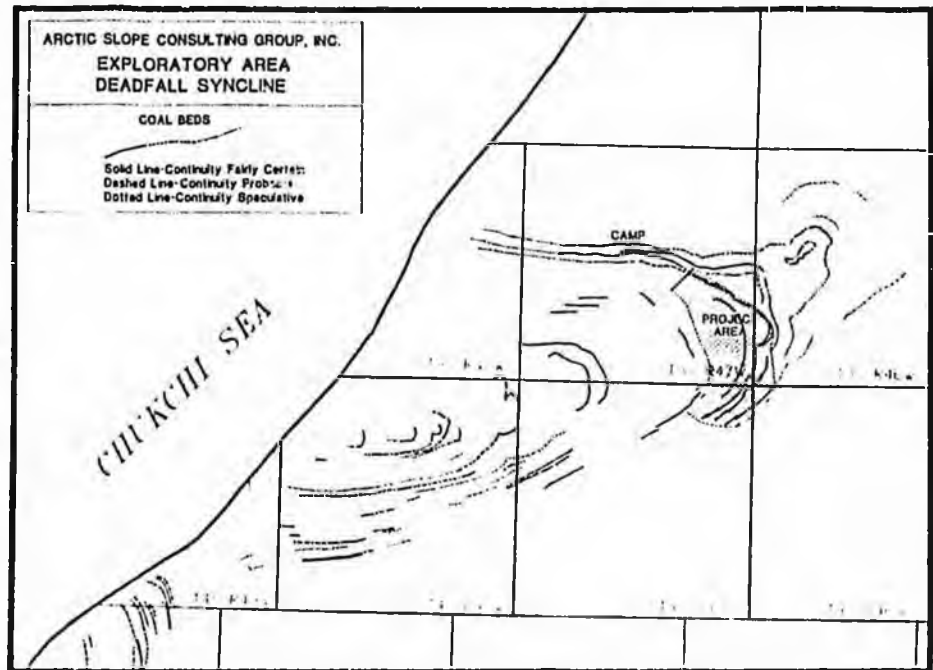


Figure 2 Exploration Area, Deadfall Syncline, Western Arctic Coal Project.



Figure 3. Winter drilling operations at Deadfall Syncline.

values often exceeding 13,000 BTU's on a moist, mineral matter-free basis. Moisture contents are generally less than 7% for samples taken at depths of greater than thirty feet. Full seam ash contents vary, depending on the

number and thickness of partings, but the inherent ash contents (excluding partings) are generally less than 10%.

The K3 seam at Deadfall Syncline appears exceptionally clean, with a full-seam as-received weighted average ash content of about 6%. If a four foot, relatively high ash zone (14%) found at the top of the K3 seam, is excluded the remaining 13-14 feet averages less than 4%. Percent sulfur of the K3 coal seam ranges from .14% to .39% averaging .23% (figure 5). Analysis of samples from typical boreholes at Deadfall Syncline shows that the coal is an excellent steam coal and is suitable as a blending coal in the formation of coke. Sulfur dioxide emissions are less than a quarter(1/4) of the U.S. Environmental Protection Agency's standard of 1.2 pounds per million BTU's.

#### COAL QUALITY SEAMS K1, K3, AND K4\*

	K1	K3(1200)	K4
Moisture	172	326	320
Ash	2039	721	421
Heating Value (Btu/lb)	11068	13,078	13,662
Total Sulfur	0.23	0.23	0.25
Rank	---	High Volatile A Bituminous	High Volatile A Bituminous

\* RESULTS FROM 1991 EXPLORATORY DRILLING PROGRAM

Figure 5. Table of coal quality analyses of coals in the Deadfall Syncline.

#### DEVELOPMENT PLANS

Development of the western Arctic coal resources will be a challenge, but should be relatively straight forward. The only significant impediment to development, that has been identified to date, is the necessity to deal with the arctic climate of the Chukchi Sea. The long

*Continued on page 17*

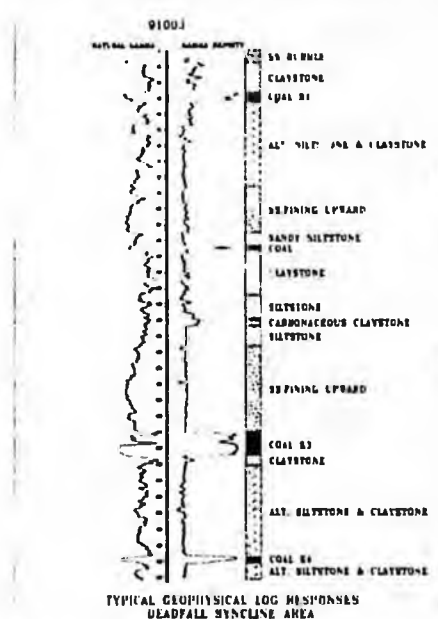


Figure 4. Typical geophysical log responses of coal seam within the Deadfall Syncline.

ice bound season and the heavy dependence of local residents on beluga whales for subsistence during the open water season are an impediment to shipping. However, the very factors which create these hurdles to development have a positive side.

Ledyard Bay, the nearest water body, is protected from the severe ice forces that create the immense pressure ridges typically associated with the Arctic Ocean. This opens up the potential of winter time operations for ice breakers and reduces the risks associated with building structures, such as offshore conveyors. The short open water season means that the time window for whale migration past the site is brief and mitigating impacts on them should be easily achievable.

Although the site is remote, the nearest national parks lands are approximately 50 miles away and national interest land impacts should not be an issue during development of this resource. The Deadfall Syncline is located in the foothills and impacts to coastal plains wetlands will be limited to those associated with the transportation system. Development of the western Arctic coal field can be accomplished in a fashion that will result in a very low level of adverse impact to the local environment. An Alaska Surface Coal Mining Permit has recently been issued for a small demonstration mine on the north limb of the syncline for extraction of 50,000 tons over a five year period.

Mining in the western Arctic coal field is expected to be more conventional than it will be unique. Although winters are long, the severity of the weather is moderated by proximity to the ocean. Minimum temperatures are higher than those experienced by Usibelli Coal Mine at Healy and the experience of the Red Dog Mine points to the likelihood that the western Arctic coals can be mined year round, with very little productivity loss due to weather. Pilot scale surface mining operations, that have been conducted to date, have shown that work can proceed during the full range of seasons and that typical surface mining practices for drilling, blasting and excavating can be employed. Because the area is within an "Arctic desert" zone, volumes of water that must be handled have been low and untreated water quality from the mine pit has been good.

Underground mining has not been studied to the same degree as surface mining, due to local availability of personnel trained in the use of surface-type mining equipment. However, the thickness, quality, continuity and structural simplicity of the deposit suggests that high efficiency underground mining should be well suited to many of the deposits. The major effects of weather will be mitigated by underground mining and environmental impacts would be reduced. However, the effect of permafrost on the behavior of rock types in the formation is largely unknown. We have identified only one coal mine in Spitsbergen, Norway as a possible analogue for underground mining in a permafrost environment. Therefore, large scale mechanized underground mining will probably be preceded by conventional surface and underground mining methods.

#### REFERENCES

- Chapman, R.M., and Sable, E.G., 1960, Geology of the Utukok-Corwin region, northwestern Alaska - Exploration of Naval Petroleum Reserve No. 4 and adjacent areas, northern Alaska, 1944-1953, Pt. 3, Area geology: U.S. Geological Survey Prof. Paper 303-C.
- Smiley, C.J., 1969, Floral zones and correlations of Cretaceous Kupuk and Corwin Formations, northwestern Alaska: AAPG Bulletin., v. 53, no. 10, pt. 1, p. 2079-2093. 4

*Report Recd:*

*3/30/93*

*From: Mark Hickey*

**ALASKA RAILROAD CORPORATION CORRIDOR PROFILES**

**STATE OF ALASKA LANDS SELECTION PROJECT**

**INITIAL SUBMISSION**

**SUBMITTED BY:**

**ROBERT S. HATFIELD, JR.  
PRESIDENT & CEO  
ALASKA RAILROAD CORPORATION**

**OCTOBER 16, 1991**

# ALASKA RAILROAD CORPORATION CORRIDOR PROFILES

## STATE OF ALASKA LANDS SELECTION PROJECT

### INITIAL SUBMISSION

#### INTRODUCTION

The Alaska Railroad Corporation (ARRC) has prepared this package of corridor profiles for use by the Access Corridors Steering Committee. The information identifies thirteen separate corridors that may be needed for railroad extensions, or new, unconnected rail systems. The ARRC has reviewed its own files and other known information in the time available to prepare a summary of the most likely corridors that may be needed, or the most prominent routes identified for rail transportation purposes that may be valuable from a multi-use perspective.

Considerable work has been done over the last eighty years by primarily federal and state agencies to identify and locate possible rail expansion routes. The ARRC has attempted to sift through that body of information and present those corridors worthy of further scrutiny by the Access Corridors Steering Committee.

This is not an all inclusive list of every route or corridor ever identified for rail purposes. Nor is it intended to serve as a definitive statement, since there may be new, unidentified extension proposals worth assessment. No attempt has been made to prioritize as yet these routes from a rail perspective. It should also be noted that mere inclusion in this package is not meant to suggest that all or most of these routes will be needed for rail purposes.

Some of the corridors have been included because they could serve as major multi-modal transportation corridors connecting different areas of Alaska (e.g., the line to the Seward Peninsula; the Kuskokwim Extension). Others are included because they continue to remain as higher priority rail expansion prospects that may need to be developed (e.g., Nenana to Kobuk/Bornite/Ambler; Palmer North). Others have been included because considerable engineering information exists establishing the corridor's location irrespective of current justification for need (e.g., the North Slope Extension; the Canadian Border Extension).

Based on discussions with staff from the Office of the State Pipeline Coordinator, it was decided to submit more corridors than might have otherwise been the case so they would have the benefit of the available data. The ARRC does not expect or recommend that state land selections be pursued for any or all of these corridors on the basis of this submission. Clearly there are a number of issues and policy considerations to be addressed by the entire Steering Committee to determine the best course of action for the state's limited selection options.

## LIST OF CORRIDORS

The following list depicts the individual corridors included in the submission, with some indication whether the corridor has some engineering data to support location, versus merely a conceptual proposal.

<u>Corridor Number</u>	<u>Title</u>
001	Nenana to Tanana (Yukon River)
002	Tanana to Kobuk/Bornite/Ambler Mining District
003	Tanana to Deadhorse Airport
004	Tanana to Port Clarence (Teller), Seward Peninsula
005	Kobuk/Bornite to Cape Lisburne/Thetis Mine
006	Eielson Air Force Base to the Canadian Border
007	Western Alaska Routes*
008	Kuskokwim Extension
009	Kuskokwim Drainage Route*
010	Point Mackenzie Extension Beluga Coal Field Extension*
011	Palmer to Matanuska Coal Fields
012	Fire Island Extension
013	Kenai/Nikiski Extension*

(NOTE: \* Indicates corridors that are conceptual in nature, with little or no engineering data or activity to support actual route location.)

## PROFILE INFORMATION

Each corridor profile sheet includes information identifying the route's general alignment (if available); mileage estimate; survey information establishing location; recommended corridor width if known; whether material sites have been identified and located; the source document and other reconnaissance or survey studies supporting the recommended corridor; alternate alignments; and the location of plan and profile sheets if known.

Each corridor included has been developed as a stand-alone rail extension proposal. This means there is a minimal amount of overlap between some of the corridors identified. For example, Nenana to Tanana has been identified as a potential rail extension, and been presented as a stand-alone proposal in this package. There are several, additional routes that use the Nenana to Tanana extension as the first leg of a longer extension (e.g., Tanana to Deadhorse Airport; Tanana to Kobuk/Bornite/Ambler). These extensions share a common alignment from Tanana to Alatna. Portions of a corridor such as the Tanana to Alatna route have not been depicted as a stand-alone corridor however, since that route would not be useful for rail purposes except as part of one of these longer extension proposals.

## MAPPING

As noted previously, there is little or no engineering data or activity to support a precise location for several routes. Additional maps with greater detail can be provided by ARRC engineering staff for many of these corridors if that proves necessary. In most cases, it will be possible to perform this work at the desired scale of 1:250,000.

# ALASKA RAILROAD CORPORATION CORRIDOR PROFILE

## STATE OF ALASKA LANDS SELECTION PROJECT

Corridor Identification Number: 001.

Corridor Title: Nenana to Tanana (Yukon River).

**Route Description/Alignment:** The line leaves the existing railroad near Nenana and heads west and north to the Yukon River. Leaving Nenana the line passes just north of Black Bear Lake, then uses the Tanana River Valley to the Yukon River. Round Point, which is between the mouths of the Tanana and Tozitna Rivers, is the Yukon River crossing location. A major bridge of about 3,600 feet would be required.

Mileage: 120 to 125 miles.

**Survey Information:** Location based on controlled preliminary survey using state-of-the-art air photo interpretation, with additional air and ground reconnaissance. Control points were established in the field to 3rd order accuracy. Plan and profile drawings were prepared with a horizontal scale of 1" = 800' and a vertical scale of 1" = 80'. Air photo interpretation was based upon the U.S. Geological Survey photos of the area taken in the early and mid-1950's. Accuracy is limited by the base maps used (i.e. USGS quadrangle sheets at scales of 1:63,360 and 1:250,000 with contour intervals of 50 to 200 feet). These scales translate as 1-inch to 1-mile and 1-inch to 4 miles.

**Recommended Corridor Width:** 5-mile wide band based on aerial photography.

**Material Sites Identified/Located:** Yes.

**Source Document(s):** *Alaska Transportation Corridor Study*; Tudor-Kelly-Shannon Engineering Consultants; 1970 (performed for the Federal Highway Administration; U.S. Department of Transportation).

### Other Corridor/Reconnaissance Studies:

- \* *Richardson Reconnaissance and Survey for a Land Route from Fairbanks to Council City, Alaska*; U.S. Army; 1906 (general reconnaissance with some rail consideration).
- \* *Railroad Routes in Alaska*; Alaska Railroad Commission; 1913 (major U.S. government railway route assessment).
- \* *Army Reconnaissance for Railroad or Highway West of Fairbanks*; U.S. Army; June 1942 (major assessment of several east/west corridors).
- \* *Berryhill Report*; U.S. Army; 1943 (rail route location survey - Dunbar to Port Clarence via Tanana).

- \* *Report on Location Investigation for the Northerly Extension of the Alaska Railroad from Nenana to the Yukon River in Vicinity of Rampart Dam Site (Dalton Study); NORTH Commission; 1968 (Nenana to Tanana/Yukon River winter field reconnaissance survey).*

**Alternate Alignment/Route(s):**

- \* *Dunbar to Tanana (Alaska Transportation Corridor Study; Berryhill Report; and Dalton Study).*
- \* *Fairbanks to Yukon River (Richardson Reconnaissance and Survey for a Land Route from Fairbanks to Council City, Alaska; Railroad Routes in Alaska; and Army Reconnaissance for Railroad or Highway West of Fairbanks).*

**Location of Plan & Profile Sheets:** Engineering Department; Alaska Railroad Corporation.

# ALASKA RAILROAD CORPORATION CORRIDOR PROFILE

## STATE OF ALASKA LANDS SELECTION PROJECT

Corridor Identification Number: 002.

Corridor Title: Tanana to Kobuk/Bornite/Ambler Mining District.

**Route Description/Alignment:** The line heads north from the Yukon River crossing at Round Point via the Tozitna and Mentanontli River Valleys passing near Norseman and Todatonten Lakes to the Koyukuk River at Alatna. The route then heads westward through the flood plain of the Alatna River, passing south of Norutak Lake and on into the Kobuk River Valley, ending at the Dahl Creek Airstrip near Kobuk.

Mileage: 273 miles.

**Survey Information:** Location based on controlled preliminary survey using state-of-the-art air photo interpretation, with additional air and ground reconnaissance. Control points were established in the field to 3rd order accuracy. Plan and profile drawings were prepared with a horizontal scale of 1" = 800' and a vertical scale of 1" = 80'. Air photo interpretation was based upon the U.S. Geological Survey photos of the area taken in the early and mid-1950's. Accuracy is limited by the base maps used (i.e., USGS quadrangle sheets at scales of 1:63,360 and 1:250,000 with contour intervals of 50 to 200 feet). These scales translate as 1-inch to 1-mile and 1-inch to 4 miles.

**Recommended Corridor Width:** 5-mile wide band based on aerial photography.

**Material Sites Identified/Located:** Yes.

**Source Document(s):** *Alaska Transportation Corridor Study*; Tudor-Kelly-Shannon Engineering Consultants; 1970 (performed for the Federal Highway Administration; U.S. Department of Transportation).

### Other Corridor/Reconnaissance Studies:

- \* *Army Reconnaissance for Railroad or Highway West of Fairbanks*; U.S. Army; June 1942 (major assessment of several east/west corridors).
- \* *Berryhill Report*; U.S. Army; 1943 (rail route location survey - Dunbar to Port Clarence via Tanana).
- \* *Report of the NORTH Commission*; the NORTH Commission; June 1970 (report did not analyze specific routes except Nenana to Tanana).

**Alternate Alignment/Route(s):**

- \* Dunbar to Bornite via Tanana and Kobuk (*Army Reconnaissance for Railroad or Highway West of Fairbanks; Berryhill Report*).
- \* Dunbar to Bornite via Bettles (*Alaska Transportation Corridor Study*).

**Location of Plan & Profile Sheets:** Engineering Department; Alaska Railroad Corporation.

## ALASKA RAILROAD CORPORATION CORRIDOR PROFILE

### STATE OF ALASKA LANDS SELECTION PROJECT

Corridor Identification Number: 003.

Corridor Title: Tanana to Deadhorse Airport.

**Route Description/Alignment:** The line heads north from the Yukon River crossing location at Round Point via the Tozitna and Mentanontli River Valleys passing near Norseman and Todatonten Lakes to the Koyukuk River at Alama. The route then continues east and north along the Koyukuk River past Bettles and Coldfoot and up the Dietrich River to Dietrich Pass and the Chandalar Shelf in the Brooks Range. The line crosses the mountains using a 4.25 mile tunnel. Beyond the mountains, the route would move through the Atigun River Valley, across a 100-mile stretch of arctic plain, and along the Toolik and Sagavanirktok Rivers, terminating at the Deadhorse Airport near Prudhoe Bay.

Mileage: 461 miles.

**Survey Information:** Location based on controlled preliminary survey using state-of-the-art air photo interpretation, with additional air and ground reconnaissance. Control points were established in the field to 3rd order accuracy. Plan and profile drawings were prepared with a horizontal scale of 1" = 800' and a vertical scale of 1" = 80'. Air photo interpretation was based upon the U.S. Geological Survey photos of the area taken in the early and mid-1950's. Accuracy is limited by the base maps used (i.e., USGS quadrangle sheets at scales of 1:63,360 and 1:250,000 with contour intervals of 50 to 200 feet). These scales translate as 1-inch to 1-mile and 1-inch to 4 miles.

**Recommended Corridor Width:** 5-mile wide band based on aerial photography.

**Material Sites Identified/Located:** Yes.

**Source Document(s):** *Alaska Transportation Corridor Study*; Tudor-Kelly-Shannon Engineering Consultants; 1970 (performed for the Federal Highway Administration; U.S. Department of Transportation).

**Other Corridor/Reconnaissance Studies:** *Report of the NORTH Commission*; the NORTH Commission; June 1970 (report did not analyze specific routes except Nenana to Tanana).

**Alternate Alignment/Route(s):**

- \* Dunbar to Deadhorse via Bettles (*Alaska Transportation Corridor Study*).
- \* Bettles to Deadhorse via Anaktuvuk Pass Corridor (*Alaska Transportation Corridor Study*).
- \* Bettles to Deadhorse via North Fork (of the Koyukuk River) Corridor (*Alaska Transportation Corridor Study*).
- \* Tanana to Deadhorse via recommended route except for a longer Sag River alternate (*Alaska Transportation Corridor Study*).

**Location of Plan & Profile Sheets:** Engineering Department; Alaska Railroad Corporation.

# ALASKA RAILROAD CORPORATION CORRIDOR PROFILE

## STATE OF ALASKA LANDS SELECTION PROJECT

Corridor Identification Number: 004.

Corridor Title: Tanana to Port Clarence (Teller), Seward Peninsula.

**Route Description/Alignment:** The route generally follows the Yukon River Valley west from the Yukon River crossing near Tanana. The line passes just north of Galena and then through the mountain pass near the village of Koyukuk. The line goes southwest from this point across the Nulato River, along the Shaktolik River Valley, across the Ungalik and Inglutalik Rivers to a crossing of the Kwik River just north of Norton Bay. The remainder of the route follows the Kwiniuk River Valley to Council and then on to Port Clarence (Teller).

Mileage: 576 miles.

**Survey Information:** This route was developed by the U.S. Army during World War II, with the intent of connecting the existing surface transportation system of interior Alaska with ports on Alaska's west coast. Apparently a considerable amount of actual route location and survey work was conducted on all or major portions of this alignment and several alternatives. Alaska Railroad Corporation personnel have been unable as yet to discover any plan and profile sheets. However, Mr. Cliff Fugelstad, former Chief Engineer of the Alaska Railroad, and Mr. Mark Hickey, ARRC consultant, have some of the detailed information depicting this work.

**Recommended Corridor Width:** Unknown, but probably not addressed based on review of available records.

**Material Sites Identified/Located:** Unknown, but probably not addressed based on review of available records.

**Source Document(s):**

- \* *Army Reconnaissance for Railroad or Highway West of Fairbanks*; U.S. Army; June 1942 (major assessment of several east/west corridors).
- \* *Berryhill Report*; U.S. Army; 1943 (rail route location survey - Dunbar to Port Clarence via Tanana).

**Other Corridor/Reconnaissance Studies:** *Richardson Reconnaissance and Survey for a Land Route from Fairbanks to Council City, Alaska*; U.S. Army; 1906 (general reconnaissance with some rail consideration).

**Alternate Alignment/Route(s):**

- \* Fairbanks to Council City (*Richardson Reconnaissance and Survey for a Land Route from Fairbanks to Council City, Alaska*).
- \* The 1942 Army Reconnaissance for Railroad or Highway West of Fairbanks addressed a number of alternate routes, including branch lines to Golovin Bay, Nome, St. Michael and Unalakeet. Alternate routes for a line from Fairbanks to Kotzebue or Deering were also identified and assessed, including a more northerly route-using the Tozitna and Kobuk River Valleys.

**Location of Plan & Profile Sheets:** None found at ARRC Headquarters; copies available from Mr. Fugelstad, former ARR Chief Engineer, and Mr. Hickey, ARRC consultant.

## ALASKA RAILROAD CORPORATION CORRIDOR PROFILE

### STATE OF ALASKA LANDS SELECTION PROJECT

Corridor Identification Number: 005.

Corridor Title: Kobuk/Bornite to Cape Lisburne/Thetis Mine.

**Route Description/Alignment:** Alignment heads west from Bornite crossing the Ambler River and then along the north bank of the Kobuk River. The route continues west along the south foothills of the Baird Mountains, across the Noatak River immediately north of Kotzebue, then north through the DeLong Mountains using the Kukpowruk River Valley. The line terminates at the Thetis Mine near Cape Lisburne on the Arctic Ocean.

Mileage: 361 miles.

**Survey Information:** Proposed corridor is based on drawing of a probable alignment on USGS quad maps (Scale 1:250,000). Work was performed under the direction of Mr. Cliff Fugelstad, former Alaska Railroad Chief Engineer. Apparently no other engineering data is available.

**Recommended Corridor Width:** Not established.

**Material Sites Identified/Located:** No.

**Source Document(s):** USGS quad maps (Scale 1:250,000) prepared by the Alaska Railroad's Engineering Department circa 1970 - 1975.

**Other Corridor/Reconnaissance Studies:** None identified.

**Alternate Alignment/Route(s):** None identified.

**Location of Plan & Profile Sheets:** USGS quad sheets located at Engineering Department; Alaska Railroad Corporation.

## ALASKA RAILROAD CORPORATION CORRIDOR PROFILE

### STATE OF ALASKA LANDS SELECTION PROJECT

Corridor Identification Number: 006

Corridor Title: Eielson Air Force Base to the Canadian Border.

**Route Description/Alignment:** The proposed alignment takes off from the existing spur line to Eielson Air Force Base, running southeast between the Richardson Highway and the Tanana River, then crossing that river near Flag Hill. The line then heads southeast up the Tanana River Valley, crosses the confluence of the Tanana and Delta Rivers, passes just south of Delta Junction, and generally parallels the Alaska Highway north of Tok and Tetlin Junction. The line then leaves the Alaska Highway and heads northeast through the Ladue Summit and along the Ladue River to the Canadian Border.

**Mileage:** 271 miles.

**Survey Information:** Considerable work has been performed by the Alaska Department of Transportation & Public Facilities in the late 1970's and early 1980's to identify and locate a specific route. This includes full control and centerline surveys, with some tying of section and property corners.

**Recommended Corridor Width:** 300 feet.

**Material Sites Identified/Located:** Considered, but apparently not identified.

**Source Document(s):** *Alaska Railroad Extension - Route Selection Project #X20089, Eielson to Canadian Border*; Alaska Department of Transportation & Public Facilities; June 1979 and April 1982 Update (detailed route reconnaissance and survey tying down a precise corridor). (NOTE: The portions of right-of-way crossing federal and state lands were applied for by the state in the early to mid-1980's; however, apparently no final actions occurred to reserve the requested right-of-way.)

#### **Other Corridor/Reconnaissance Studies:**

- \* *Railroad Routes in Alaska*; Alaska Railroad Commission; 1913; (major U.S. government railway route assessment).
- \* Some consideration for route in 1942/1943 route reconnaissance and survey work performed by the U.S. Army.
- \* There are other studies addressing the feasibility of the proposed route, but none that identified a specific corridor.

**Alternate Alignment/Route(s):** Haines to Fairbanks (*Railroad Routes in Alaska*).

**Location of Plan & Profile Sheets:** Northern Region Division of Design & Construction; Alaska Department of Transportation & Public Facilities.

## ALASKA RAILROAD CORPORATION CORRIDOR PROFILE

### STATE OF ALASKA LANDS SELECTION PROJECT

Corridor Identification Number: 007.

Corridor Title: Western Alaska Routes (Golovin Bay/Cape Darby to Western Seward Peninsula and western portions of the Brooks Range, with a branch from Selawik to Kobuk).

Route Description/Alignment: There is no evidence of any engineering work to support this proposal. This alignment is conceptual only, starting at the Golovin Bay/Cape Darby area on the southern coast of the Seward Peninsula, heading north to numerous mineral deposits (coal in particular) in the western portions of the Brooks Range. A branch line between Selawik and Kobuk has also been suggested to access the Ambler mineral belt. Portions of the Kobuk to Cape Lisburne alignment might be useful for part of this route. Additional branch lines accessing the northern part of the Seward Peninsula have also been suggested as part of this concept.

Mileage: Main route - 400 miles (plus/minus); Selawik to Kobuk - 150 miles (plus/minus).

Survey Information: No known material available.

Recommended Corridor Width: Not established.

Material Sites Identified/Located: No.

Source Document(s): *The Alaska Railroad and its Future*; Commonwealth North; April 1988 (general assessment of long-term roles for the Alaska Railroad, including identification of several expansion proposals).

Other Corridor/Reconnaissance Studies: No known activity, although the Arctic Slope Regional Corporation has looked recently at some access alternatives as part of developing coal deposits. The Alaska Industrial Development and Export Authority (AIDEA) is just beginning an effort to determine the most feasible transportation system to support additional resource development activity in Northwest Alaska.

Alternate Alignment/Route(s): Brooks Range to Kivalina, or an adjacent port site closer to mineral deposits (based on general review of economic considerations and AIDEA's experience developing the Red Dog Mine Project).

Location of Plan & Profile Sheets: No known material available.

## ALASKA RAILROAD CORPORATION CORRIDOR PROFILE

### STATE OF ALASKA LANDS SELECTION PROJECT

Corridor Identification Number: 008.

Corridor Title: Kuskokwim Extension.

**Route Description/Alignment:** The line leaves the existing alignment of the Alaska Railroad where it crosses Willow Creek (approximately Milepost 187), and crosses the Susitna River Valley to the confluence of the Skwentna and Yentna Rivers. The route then follows the north bank of the Skwentna and Happy Rivers through Rainy Pass and on to McGrath with an alignment generally parallel to Dalzell Creek and the south fork of the Kuskokwim River.

Mileage: 229 miles.

**Survey Information:** The Alaska Engineering Commission conducted a general reconnaissance survey in 1914 with accompanying mapping. Location was determined by solar and celestial observation methods. Apparently no control points were established.

**Recommended Corridor Width:** Not established.

**Material Sites Identified/Located:** No.

**Source Document(s):** Captain McPherson's *Reconnaissance Survey*; Alaska Engineering Commission; 1914.

**Other Corridor/Reconnaissance Studies:** *Railroad Routes in Alaska*; Alaska Railroad Commission; 1913 (major U.S. government railway route assessment).

**Alternate Alignment/Route(s):** Alaska Railroad Commission work suggested a partial alternative to the alignment through Rainy Pass.

**Location of Plan & Profile Sheets:** Engineering Department; Alaska Railroad Corporation.

## ALASKA RAILROAD CORPORATION CORRIDOR PROFILE

### STATE OF ALASKA LANDS SELECTION PROJECT

Corridor Identification Number: 009.

Corridor Title: Kuskokwim Drainage Route.

Route Description/Alignment: There is no evidence of any engineering work to support this proposal. This alignment is conceptual only, starting at McGrath on the Kuskokwim River and generally following the Kuskokwim drainage to tidewater near Cape Newenham on Kuskokwim Bay. This line would serve as an outlet for numerous strategic and critical mineral deposits and timber in the general vicinity of the proposed route.

Mileage: 400 miles (plus/minus).

Survey Information: No known material available.

Recommended Corridor Width: Not established.

Material Sites Identified/Located: No.

Source Document(s): *The Alaska Railroad and its Future*; Commonwealth North; April 1988 (general assessment of long-term roles for the Alaska Railroad, including identification of several expansion proposals).

Other Corridor/Reconnaissance Studies: None identified.

Alternate Alignment/Route(s): None identified.

Location of Plan & Profile Sheets: No known material available.

**ALASKA RAILROAD CORPORATION CORRIDOR PROFILE**  
**STATE OF ALASKA LANDS SELECTION PROJECT**

**Corridor Identification Number:** 010.

**Corridor Title:** Point Mackenzie/Beluga Coal Field Extensions.

**Route Description/Alignment:** The Point Mackenzie route leaves the existing line at Willow and heads southwest, threading its way between lakes and wetlands just west of the Nancy Lake Recreation Area and the Little Susitna River. The line continues south along the westerly boundary of the State Agricultural Lands, and then turns east to the terminus at Point Mackenzie. This is also the same alignment proposed for the north end if a railway is constructed with the Knik Arm crossing proposal. A different extension proposal in the same general vicinity would extend the line from a location near Pittman into the Beluga Coal Fields to the southwest.

**Mileage:** Point Mackenzie - 44 miles; Beluga - 70 miles (plus/minus).

**Survey Information:** Unable to determine level of activity performed to locate these routes. It appears the Matanuska-Susitna Borough has conducted some level of survey activity to support route location work.

**Recommended Corridor Width:** Apparently not established.

**Material Sites Identified/Located:** No information located.

**Source Document(s):** *Reconnaissance Report - Alaska Railroad Extension to Point Mackenzie*; Bomhoff & Associates, Inc.; January 1982 (preliminary reconnaissance report performed for the Matanuska-Susitna Borough). The Beluga Extension was assessed in various studies conducted for the Diamond Alaska Coal Company.

**Other Corridor/Reconnaissance Studies:** *Knik Arm Railroad Crossing Feasibility Study*; Alaska Transportation Consultants, Inc.; July 1984 (part of a major Knik Arm Feasibility Study performed for the Alaska Department of Transportation and Public Facilities).

**Alternate Alignment/Route(s):** Willow to Anchorage via Knik Arm Crossing (*Knik Arm Railroad Crossing Feasibility Study*).

**Location of Plan & Profile Sheets:** Data available is apparently held by the Public Works Department, Matanuska-Susitna Borough.

## ALASKA RAILROAD CORPORATION CORRIDOR PROFILE

### STATE OF ALASKA LANDS SELECTION PROJECT

Corridor Identification Number: 011.

Corridor Title: Palmer to Matanuska Coal Fields (via Sutton).

Route Description/Alignment: This route would follow the old Alaska Railroad alignment to the extent possible. Pursuant to the Alaska Railroad Transfer Act, the Alaska Railroad Corporation received a warranty of at least an exclusive-use easement for the line as far as Sutton, then a quit claim deed for the remaining rights-of-way to the east and north. There has not been any recent engineering work to identify possible alignments other than in relation to the Wishbone Hill Coal Project.

Mileage: 40 miles (plus/minus).

Survey Information: Considerable data exists based on actual line location information held by the Alaska Railroad Corporation and the Bureau of Land Management.

Recommended Corridor Width: 200 feet (if available).

Material Sites Identified/Located: Yes, but in most cases these holdings may not be available for use.

Source Document(s): Alaska Engineering Commission and Alaska Railroad engineering records.

Other Corridor/Reconnaissance Studies: *Railroad Routes in Alaska*; Alaska Railroad Commission; 1913 (major U.S. government railway route assessment).

Alternate Alignment/Route(s): None identified.

Location of Plan & Profile Sheets: Engineering Department; Alaska Railroad Corporation (some of this information may be held in archives).

## ALASKA RAILROAD CORPORATION CORRIDOR PROFILE

### STATE OF ALASKA LANDS SELECTION PROJECT

Corridor Identification Number: 012.

Corridor Title: Fire Island Extension.

Route Description/Alignment: Little detailed engineering work has been located to support a specific alignment for this proposal. One proposal depicts the line on an alignment leaving the existing branch line to Anchorage International Airport, crossing under or going around the North-South Runway, and then following the proposed causeway out to Fire Island. Another alternative would leave the existing line near Dimond Boulevard, passing between Anchorage International and Kincaid Park, and then out to Fire Island.

Mileage: 7 miles.

Survey Information: No known material available.

Recommended Corridor Width: Apparently not established.

Material Sites Identified/Located: No.

Source Document(s): *The Alaska Railroad and its Future*; Commonwealth North; April 1988 (general assessment of long-term roles for the Alaska Railroad, including identification of several expansion proposals). Some initial engineering activity to support route location has been performed by the Alaska Department of Transportation & Public Facilities and the Municipality of Anchorage. ARRC records do not contain this information presently.

Other Corridor/Reconnaissance Studies: None identified.

Alternate Alignment/Route(s): None identified.

Location of Plan & Profile Sheets: No known material available, except preliminary work noted above. The Public Works Department; Municipality of Anchorage would be the best source for additional information.

## ALASKA RAILROAD CORPORATION CORRIDOR PROFILE

### STATE OF ALASKA LANDS SELECTION PROJECT

Corridor Identification Number: 013.

Corridor Title: Kenai/Nikiski Extension.

**Route Description/Alignment:** There is no evidence of any substantial engineering work to support this proposal. One proposal would create a rail line to connect the Port of Seward and the petrochemical facilities at Nikiski north of Kenai via Moose Pass. Another version would connect Nikiski with Anchorage via a Turnagain Arm crossing. A line extending from Moose Pass would probably follow a large portion of the existing right-of-way for the Sterling Highway to Kenai and then proceed north to Nikiski.

**Mileage:** Moose Pass to Nikiski - 80 miles (plus/minus).

**Survey Information:** No known material available.

**Recommended Corridor Width:** Not established.

**Material Sites Identified/Located:** No.

**Source Document(s):** Apparently some work was performed by engineering staff at the Alaska Railroad during the 1950's and 1960's to identify potential alignments using aerial photography and drawing a probable alignment on USGS quad maps. No detailed information supporting this work has been located.

**Other Corridor/Reconnaissance Studies:** None identified.

**Alternate Alignment/Route(s):** Anchorage to Nikiski via Turnagain Arm.

**Location of Plan & Profile Sheets:** No material found; USGS quad sheet maps may be held in Alaska Railroad archival records.

**HVB**

**183**

HFIN

FILE

# HOUSE COMMITTEE REPORT

(11)

Date Referred: April 24, 1993

FURTHER REFERRALS:

Date of Committee Action: 3/15/94

The FINANCE Committee considered:

HB 183

HOUSE BILL NO. 183

TRANSPORTATION CORRIDOR: FAIRBANKS-NOME

"An Act directing the identification and delineation of a transportation and utility corridor between Fairbanks and the Seward Peninsula for road, rail, pipeline, and electrical transmission purposes; and providing for an effective date."

RECOMMENDATIONS: HB 183  the same title  
 be replaced with CS(F, 2)  a new title

have attached amendments(s)

do pass

do not pass

no recommendations

individual recommendations

additional referral to the \_\_\_\_\_ Committee

ADOPTS: \_\_\_\_\_ letter of Intent

ATTACHES NEW FISCAL NOTE(S): \_\_\_\_\_ (Dept)

APPROVES PREVIOUS: \_\_\_\_\_ (Dept/Date)

fiscal impact \_\_\_\_\_

fiscal note(s) \_\_\_\_\_

zero fiscal note HFC

zero fiscal note(s) \_\_\_\_\_

SIGNING <u>DO</u> PASS	DP	OTHER RECOMMENDATIONS	DNP	NR	AM
Eileen P. Meehan	<input checked="" type="checkbox"/>	Ronald J. Larson		X	
Machean		Mark Hanley		X	
		Terry Martin		X	
		John Parnell		X	
		Jay Brown			<input checked="" type="checkbox"/>

*Ronald J. Larson*  
 CHAIRMAN'S SIGNATURE

FISCAL NOTE

REQUEST:

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

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 94) 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:

8-LS0296U  
Chenoweth  
1/18/94

CS FOR HOUSE BILL NO. 183( )

IN THE LEGISLATURE OF THE STATE OF ALASKA

EIGHTEENTH LEGISLATURE - SECOND SESSION

BY

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; ~~for road, rail, pipeline, and~~  
3 ~~electrical transmission purposes;~~ and providing for an 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) <sup>subject to legislative approval</sup> The department shall identify and delineate a  
8 proposed transportation and utility corridor between Fairbanks and the western end of  
9 the Seward Peninsula. ~~The corridor shall be sufficient to accommodate construction~~

10 ~~of~~

- 11 ~~(1) a road;~~
- 12 ~~(2) an extension of the Alaska Railroad;~~
- 13 ~~(3) oil, natural gas, or coal slurry pipelines, or any of them; and~~
- 14 ~~(4) an electrical transmission line.~~

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

2 (1) the railroad alignment and identification of a railroad right-of-way  
3 of not less than 500 feet shall guide the identification and delineation of the corridor;  
4 and

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

6 (A) grade and alignment standards that are commensurate with  
7 rail and road construction standards;

8 (B) availability of construction materials;

9 (C) safety;

10 (D) service to adjacent communities;

11 (E) significant environmental concerns;

12 (F) use of public land to the maximum degree possible; and

13 (G) minimization of probable construction costs.

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

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

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

22 (2) the department shall

23 (A) exercise its authority under AS 19.05.040 to acquire  
24 rights-of-way across land within the corridor that is subject to the state's power  
25 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).

A M E N D M E N T

2

WJD

Offered in the House  
HB 183

By Rep. MacLean

After page 2, line 9, insert:

(D) concerns of nearby communities about potential negative social impacts:

Renumber subsequent lines.

**FISCAL NOTE**

Revision Date: 04/19/93 Department Affected: DOT&PF  
 Title: Transportation Corridor: Fairbanks-Nome BRU:  
 Sponsor: James Component: Planning  
 Requestor: James Component Serial Number: #542

**EXPENDITURES/REVENUES: (Thousands of Dollars)**

OPERATING	FY95	FY96	FY97	FY98	FY99	FY00
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
<b>TOTAL OPERATING:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

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
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
<b>TOTAL FUNDING:</b>	<b>4,090.0</b>	<b>3,210.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**POSITIONS**

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

Estimate of current year (FY94) impact: \$0

**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: Mike McKinnon, Director

Phone: 465-4070

Division: Plans, Programs and Budget

Date: November 23, 1993

Approved by Commissioner: *B.A. Campbell*  
B.A. Campbell

Phone: 465-3901

Agency: Department of Transportation and Public Facilities

Date: January 18, 1994

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*Department of Transportation  
and Public Facilities*

# POSITION PAPER

BILL NO: HB 183

APPROVED:

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

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).

*For Further Information contact Katy McHugh at 465-3904.*

**HB**

**183**

**SFIN**

**FILE**

# SENATE FINANCE COMMITTEE REPORT

DATE: 4/13/94

FURTHER:

DATE TURNED INTO OFFICE: 4-19-94

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

"An Act d. Fairbanks HB 183 TRANSPORTATION CORRIDOR: FAIRBANKS-NOME corridor between

and recommends:

- replace with \_\_\_\_\_ CS \_\_\_\_\_ (FINANCE)
- or  adopt previous 5 CS CS HB 183 (TRA)
- 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
HFCDOT PE	3/15/94	-0	

Appropriation No Fiscal Note

DO PASS:

T. Kelly  
Steve Kim  
Reid Sharp

OTHER RECOMMENDATIONS:

Franklin No Rec

1. David Do Pass  
 Co-Chair: Signature/Recommendation

2. Tracy Powers Do Rec  
 Co-Chair: Signature/Recommendation

FISCAL NOTE

REQUEST:

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

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 94) 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)

Changes in CS C'S HB 183 (TRA)  
have no fiscal impact. This  
fiscal note is appropriate.  
4/12/94 R.L.S.  
Date Comte Aide (initial)

Prepared By: Rep. Ron Larson, Co-Chair R.L.  
Rep. Eileen MacLean, Co-Chair EPM  
House Finance Committee  
Division:  
Approved By:  
Agency:

Phone: 465-4833  
Date: 3/15/94

COMMITTEE COPY

## 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: 4/13/94  
Referred: Finance

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

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(2) the department shall consider the following factors:

- (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) environmental concerns;
- (F) use of public land to the maximum degree possible;
- (G) minimization of probable construction costs;
- (H) the location of, and the opportunity to obtain access to, identified natural resources that could contribute significantly to the state's economic development; and
- (I) prior and established traditional uses.

(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 and at adjacent sites that can be developed for necessary construction materials 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

(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.

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

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

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

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



*Department of Transportation  
and Public Facilities*

# POSITION PAPER

BILL NO: HB 183

APPROVED:

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

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).

Back-up

# Alaska State Legislature

REPRESENTATIVE  
**JEANNETTE JAMES**

P.O. Box 56622  
North Pole, Alaska 99705  
(907) 488-1546  
FAX (907) 488-9006  
House District 34

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

House of Representatives

## MEMO

DATE: 4/14/94

TO: Senate Finance Committee

FROM: Rep. Jeannette James 

ATTN: Sen. Pierce and Frank

RE: CSHB 183(TRA)

Please schedule HB 183(TRA) for a hearing in Senate finance committee at your earliest opportunity.

Attached is a bill history and a copy of the new CS.  
Thank you.

# Alaska State Legislature

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

House District 34



White 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.



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.