

ALASKA LEGISLATURE

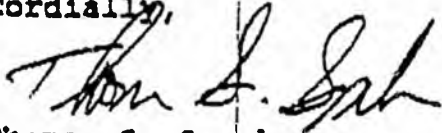
HOUSE and SENATE FINANCE COMMITTEE FILES, 1993-1994

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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



WALES NATIVE CORPORATION
-- WALES, ALASKA 99783 --
- TEL - (907) ~~664-3641~~ -

664-3641

September 15, 1992

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

Dear Mr. Stimpfle:

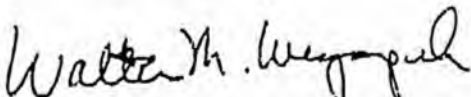
Speaking for the Board of Directors of the Wales Native Corporation, I believe our consensus would be to participate in the Bering Strait Tunnel and Rail Project. At the same time we, as the Board of Directors, cannot endorse nor give permission until the shareholders of our Corporation gives us its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

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

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

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

Sincerely,


Walter M. Weyapuk,
President

Wales Native Corporation

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

April 1, 1993

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

Dear Representative Foster,

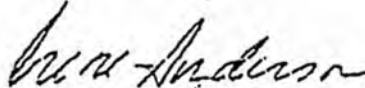
We have reviewed House Bill No.s 182 and 183 in reference to studies for transportation systems from Fairbanks to the Seward Peninsula. We support the idea behind these bills, and would like to provide input to the DOTPF before the preliminary report is finalized.

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

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

Thanks kindly..

Sincerely,



Irene Anderson
Chair

cc: Senator Al Adams

NOME CHAMBER OF COMMERCE

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

Rep. Richard Foster
Transportation Chairman

March 29, 1993

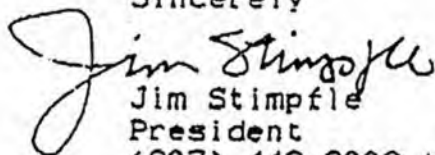
RE: House Bill #182 and #183

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

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

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

Sincerely



Jim Stimpfle
President
(907) 443-2002 tel. and FAX

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SB#130/131

3/4/93

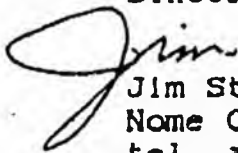
These proposals were drafted for your review and consideration after consulting with the Division of Natural Resources personnel who are currently engaged in determining state land selections to enhance future transportation and energy corridors for all Alaskans.

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

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

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

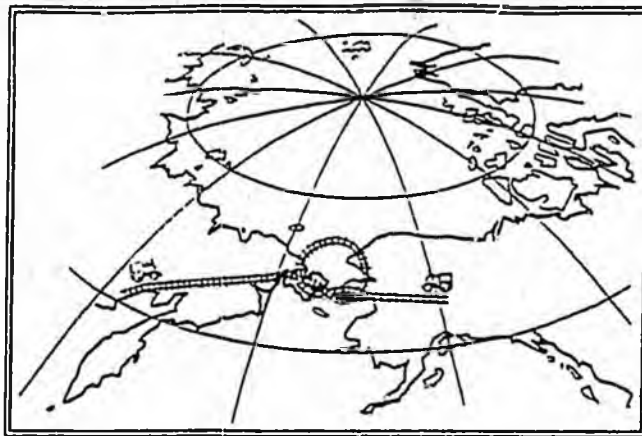
Sincerely



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

Россия, 113035 Москва
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Телефон: (095) 231-86-45
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815 Коннектикут Авеню
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INTERHEMISPHERIC BERING STRAIT TUNNEL & RAILROAD GROUP

ТРАНСКОНТИНЕНТАЛЬ МЕЖКОНТИНЕНТАЛЬНАЯ ЖЕЛЕЗНАЯ ДОРОГА И ТОННЕЛЬ ЧЕРЕЗ БЕРИНГОВ ПРОЛИВ

March 2, 1993

GK/93093

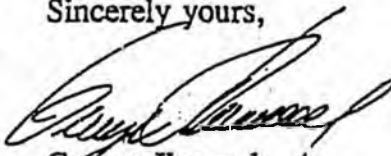
The Honorable Jeannette James
State Capital
Juneau Ak 99801-1182

Dear Representative James:

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

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

Sincerely yours,



George Koumal
Chairman, IBSTRG

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

WESTERN ARCTIC COAL

the Alaska Miner 7.

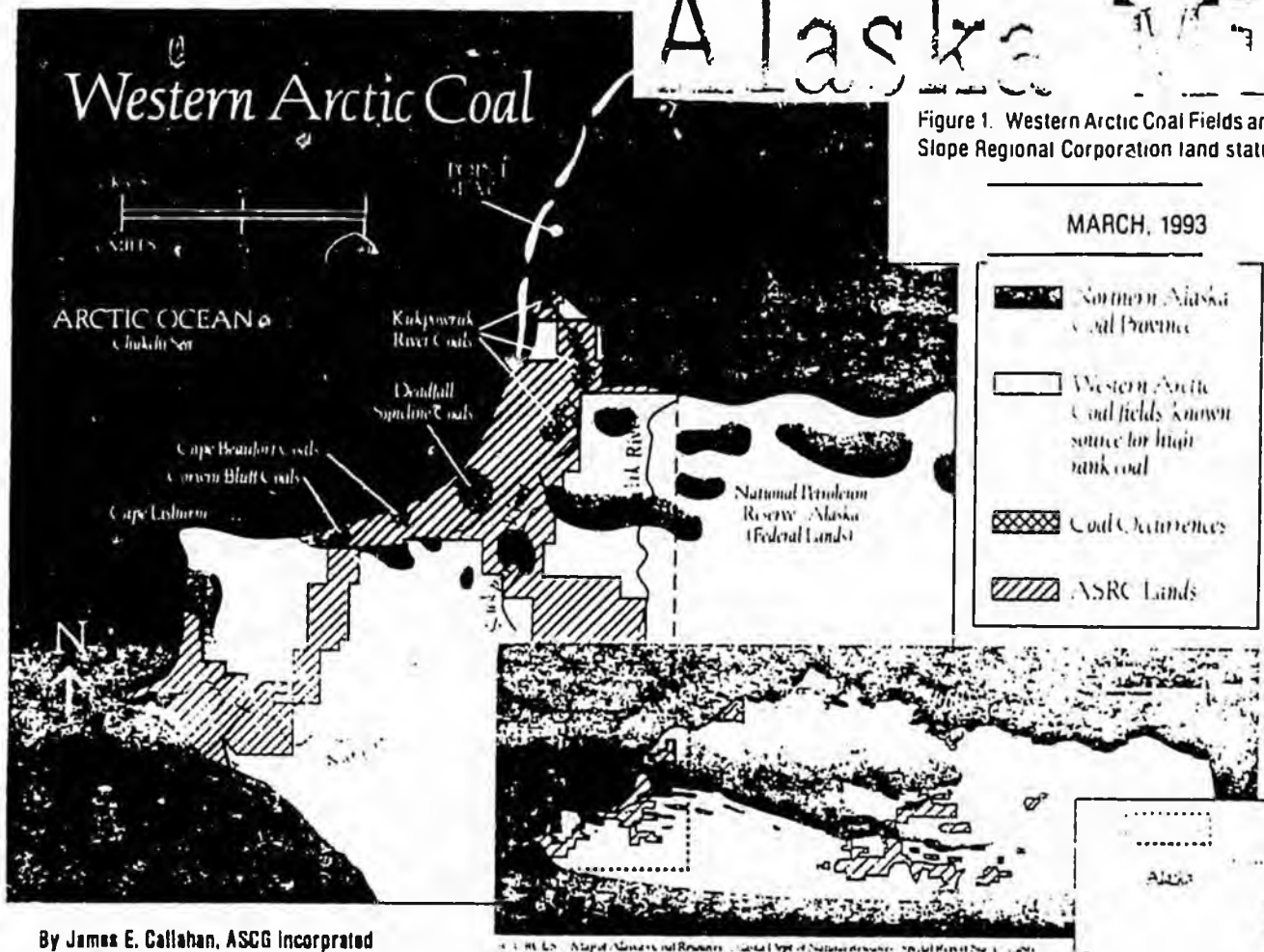


Figure 1. Western Arctic Coal Fields and Arctic Slope Regional Corporation land status.

By James E. Callahan, ASGC Incorporated
 Steve V. Denton, Denton Civil & Mineral
 Teresa A. Imm, ASGC 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 (ie., 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 (NPRA), 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 NPRA, 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 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

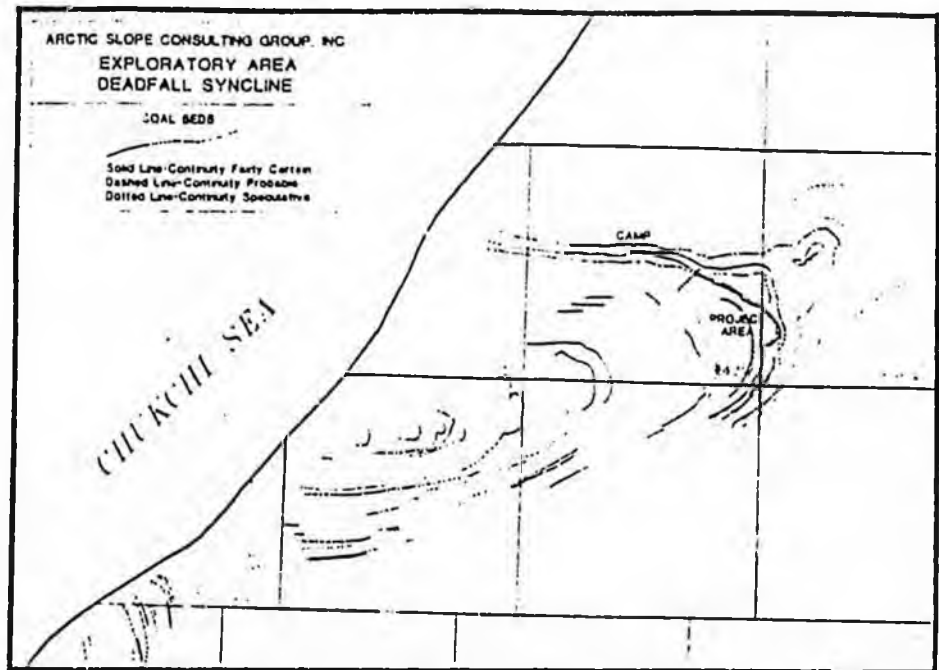


Figure 2 Exploration Area, Deadfall Syncline, Western Arctic Coal Project.



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 _{lower}	K4
Moisture	17.2	3.26	3.20
Ash	20.39	7.21	4.21
Heating Value (BTU/lb)	11,068	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

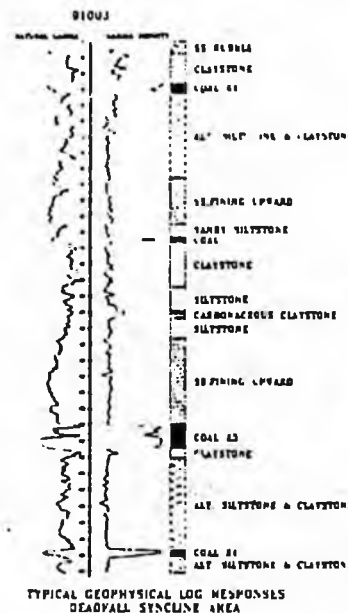


Figure 4. Typical geophysical log responses of coal seam within the Deadfall Syncline.

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 plain 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 Kukpowruk and Corwin Formations, northwestern Alaska: AAPG Bulletin, v. 53, no. 10, pt. 1, p. 2079-2093. 

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 Behuga Coal Field Extension*
011	Palmer to Mataruska 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 Alama. Portions of a corridor such as the Tanana to Alama 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 Tozima 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 Alama. The route then heads westward through the flood plain of the Alama 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 Tozima and Mentanouti 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):

- * Durbar 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 Urganik 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

184

HFIN

FILE

HOUSE COMMITTEE REPORT

(11)

Date Referred: January 21, 1994

FURTHER REFERRALS:

Date of Committee Action: 2/15/94

The FINANCE Committee considered:

SSHB 184

SPONSOR SUBSTITUTE FOR HOUSE BILL NO. 184

APPRO: AK RAILROAD EXTENSION STUDY

"An Act making a special appropriation to the Department of Transportation and Public Facilities to determine the cost of acquiring real property within the right-of-way of the proposed extension of the Alaska Railroad from Eielson Air Force Base to the Alaska-Canada border; and providing for an effective date."

RECOMMENDATIONS:

be replaced with 184 CSSHB (Fin) the same title 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 _____

zero fiscal note(s) _____

SIGNING-DO PASS	DP	OTHER RECOMMENDATIONS	DNP	NR	AM
<i>Ronald J. Tan</i>	X	<i>Lay Brown</i>		✓	
<i>Perry Martin</i>	✓	<i>Mark Stanley</i>		X	
<i>Kevin Farrell</i>	X	<i>Ben Sommers</i>		X	
<i>Gene Kinnick</i>	X	<i>Mike Savane</i>		X	
<i>Richard Dole</i>	X				

Ronald J. Tan
CHAIRMAN'S SIGNATURE

AMENDMENT

1 Adopt

OFFERED IN THE HOUSE

BY REPRESENTATIVE JAMES

TO: SSHB 184

Page 1, lines 9 - 10:

Delete ", a road, an oil, natural gas, or coal slurry pipeline, or an electrical transmission line"

Insert "or construction of a transportation, communication, or transmission facility"



*Department of Transportation
and Public Facilities*

POSITION PAPER

BILL NO: SS HB 184

APPROVED:

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

TITLE: APPRO: AK Railroad Extension DATE: February 1, 1994
Study

The amended bill suggests expansion of the list of possible uses for this right of way to include (besides a railroad), "a road, an oil, natural gas or coal slurry pipeline, or an electrical transmission line." It also updates the effective date to July 1, 1994. These amendments would not change the bill's effect on the the department's program. DOT&PF would initiate a project to update the right of way cost information for railroad extension to the Canadian Border.

For Further Information contact J.K. Ginger Johnson at 465-3904.



*Department of Transportation
and Public Facilities*

POSITION PAPER

BILL NO: HB 184

APPROVED:

A handwritten signature in cursive script, likely of a department official, written over a horizontal line.

TITLE: AK Railroad Extension Study

DATE: March 4, 1993

DOT&PF supports this effort to update the cost figures for acquiring a railroad right-of-way from Eielson to the Canadian Border. Native land selections have been completed, and conveyances have progressed to the point that an accurate assessment can now be made of how much private land would be involved and what its value is.

As long as a rail link through Canada to the Lower 48 is a viable future concept, there is significant value to keeping existing location and right-of-way information current. Such information is valuable to any decision making process involving the possible railroad extension.

For Further Information contact Katy McHugh at 465-3900.

Alaska State Legislature

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

House District 34



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

House Of Representatives

SPONSOR STATEMENT FOR HB 184

Eielson to Canadian Border

By Rep. Jeannette James

April 7, 1993

This legislation is to determine the cost of acquiring property within the right-of-way of the proposed extension of the Alaska Railroad from Eielson AFB to the Canadian border. The status of land ownership along the proposed corridor was established in an earlier study.

The federal government enacted the Alaska Railroad Enabling Act of 1914 to ensure rail development within the State of Alaska. The Enabling Legislation has lead directly to the recommendation of development of a railroad extension from Eielson AFB to the Canadian border. The Railroad Act of 1914 also was very specific in setting aside the long-term goal of railroad construction in accordance with settlement patterns in Alaska and development of Alaska's resources.

Railroad development today is every bit as important for the same reasons that existed in 1914. Today Alaska settlement patterns are expanded from those in that particular era. However, it is significant that the Alaska Railroad has helped maintain approximately 3/4 of the State's population along the railbelt from Whittier/Seward area to Anchorage and then to Fairbanks/Eielson area. Alaska will benefit from railroad expansion, when it is built using the corridor we're establishing in this House Bill. The provision of rail transportation from the Canadian border to the ports of Alaska will make resource development possible in areas suitable for production which have until now been marginal because of high transportation costs.

In summation, opening the multi-modal land use corridors from east to west is a critical event in the maturation of our transportation economy and can provide inexpensive transportation of our resources to the place where value can be added, or delivered to the ultimate destination point.

FISCAL NOTE

Revision Date:
Title: AK Railroad Extension Study

Department Affected: DOT&PF
BRU: Northern Region D&C

Sponsor: James
Requestor:

Component: Right-Of-Way
Component Serial Number: #581

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
TOTAL OPERATING:	0	0	0	0	0	0

CAPITAL	10.0	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	10.0	0	0	0	0	0
1005 GF/PROGRAM RECEIPTS	0	0	0	0	0	0
1006 GF/MHTIA	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
TOTAL FUNDING:	10.0	0	0	0	0	0

POSITIONS

FULL-TIME	0	0	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)

The funding is to update the cost figures for acquiring a railroad right-of-way from Eielson to the Canadian Border.

Prepared by: Norm Piispanen

Phone: 451-2210

Division: Northern Region Planning

Date: November 2, 1993

Approved by Commissioner: 

Phone: 465-3901

Agency: Department of Transportation and Public Facilities

Date: November 24, 1993

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DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
NORTHERN REGION, REGIONAL DIRECTOR

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5316
PHONE: (907) 451-2210

December 30, 1992

Re: Railroad Extension
Project R-51034

Red Swanson
113 West 5th Street
Juneau, AK 99801

Dear Mr. Swanson:

You recently requested an estimated cost to acquire the right of way for the Alaska Railroad extension to the Canadian border. I understand your intent was to use this estimate as a basis for obtaining a legislative appropriation to proceed with the project.

When this project was mainballed in 1982, the estimated cost for right of way acquisition was approximately \$3.2 million. This was based on a 300' wide right of way for 270 miles which resulted in a proposed acquisition of nearly 10,000 acres. The majority of the land to be acquired was under the control of the Department of Natural Resources (DNR) or the Bureau of Land Management (BLM) and no compensation would have been required to obtain the right of way. Most of the estimated budget would have been used to develop right of way plans, appraise and acquire the private parcels and perform miscellaneous project-related right of way tasks.

Since 1982 a good deal of the lands to be acquired from BLM and some of the lands to be acquired from DNR have been conveyed to private parties. These lands and improvements, which now would have to be appraised and acquired, along with the expected appreciation in real estate values and the cost of doing business, represent a significant increase in the cost of securing the right of way.

In the normal process of project development we regularly prepare estimates for acquisition. These estimates involve a review of the land title status, an estimate of the value of the land and improvements, an estimate of the cost to appraise, acquire and condemn if necessary, and possibly an estimate to relocate homes and businesses. By the time we are asked to prepare these estimates, funding is generally available for the required staff time.

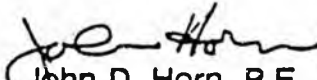
Red Swanson

-2-

December 30, 1992

With regard to the preparation of an estimate for the Railroad Extension Project, we are faced with a project which is several orders of magnitude larger than our typical project and without the funding necessary to perform the task adequately. The size of this project also puts it beyond the realm of tasks that can be performed with our limited overhead budget. Therefore, if we are to prepare an estimate that is anywhere close to reality, it will be necessary for you to secure an appropriation which will allow us to do this preliminary evaluation. Upon receipt of sufficient funding (approximately \$7,500 to \$10,000) we can begin scheduling the staff time necessary to proceed.

Sincerely,



John D. Horn, P.E.
Regional Director
Northern Region

jfb

HVB

187

HFIN

FILE

HOUSE COMMITTEE REPORT

(11)

Date Referred: April 20, 1993

FURTHER REFERRALS:

Date of Committee Action: 4/25/93

The FINANCE Committee considered:
HOUSE BILL NO. 187

HB 187

INTERCEPTION OF PRIVATE COMMUNICATIONS

"An Act authorizing the interception of private communications related to the commission of certain criminal offenses; making related amendments to statutes relating to eavesdropping and wiretapping; relating to the penalty for violation of statutes relating to eavesdropping and unauthorized interception, publication, or use of private communications; and providing for an effective date."

RECOMMENDATIONS:

[] the same title

be replaced with CS HB 187 (Fin)

[x] a new title

[] have attached amendments(s)

[] do pass

[] do not pass

[x] no recommendations

[] individual recommendations

[] additional referral to the _____ Committee

ADOPTS: _____ letter of Intent

ATTACHES NEW FISCAL NOTE(s): (Dept)

APPROVES PREVIOUS:

[x] fiscal impact Court

[x] fiscal note(s) PS 4/12/93
DOA 3/1/93

[] zero fiscal note

[x] zero fiscal note(s) DOA 3/1/93
LAW 3/1/93

SIGNING DO PASS	DP	OTHER RECOMMENDATIONS	DNP	NR	AM
<i>Ronald J. Larson</i>	X	<i>EP, Muehan</i>		X	
<i>Lesley Martin</i>	X	<i>Sean Parnell</i>		X	
<i>Mark Hanley</i>	X	<i>Bar Gussendorf</i>		X	
		<i>Fay Brown</i>		✓	
		<i>Frank Theriault</i>		X	
		<i>Richard Foster</i>		X	

Ronald J. Larson
CHAIRMAN'S SIGNATURE

FISCAL NOTE

STATE OF ALASKA
1993 LEGISLATIVE SESSION

Bill No. HB 187

Revision Date: _____ Department Affected: Alaska Court System
 Title: An Act authorizing interception of BRU: Trial Courts
private communications... Components: _____
 Sponsor: House Rules at request of the Governor
 Requestor: _____ COMPONENT SERIAL NO. 768

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99
PERSONAL SERVICES						
TRAVEL	2.5					
CONTRACTUAL						
SUPPLIES	2.5					
EQUIPMENT						
LAND & STRUCTURES						
GRANTS & CLAIMS						
TOTAL OPERATING	5.0	0.0	0.0	0.0	0.0	0.0

CAPITAL						
---------	--	--	--	--	--	--

REVENUE						
FUND SOURCE:						

FUNDING: (Thousands of Dollars)

1002 FEDERAL RECEIPTS						
1003 GF MATCH						
1004 GF	5.0	0.0	0.0	0.0	0.0	0.0
1005 GF/PROGRAM RECEIPTS						
1006 GF/MHTIA						
OTHER						
TOTAL	5.0	0.0	0.0	0.0	0.0	0.0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

Estimate of current year (FY 93) impact: None

ANALYSIS: (Attach a separate page if necessary)
See attached analysis.

Prepared by: C. S. Christensen III, Staff Counsel *CSC* Phone: 264-8228
 Division: Alaska Court System Date: 04/22/93

Approved by: Arthur H. Snowden, II, Administrative Director *AS* *CSC*
 Agency: Alaska Court System Date: 04/22/93

Distribution (by preparer): Legislative Finance, Legislative Sponsor, Requestor, OMB, & Impacted Agency(ies).

Alaska Court System
Fiscal Analysis
HB 187

Travel (one-time cost)

This legislation will require the expedited development of a series of up to fifteen new forms for use in the superior courts. The court system will convene a special meeting of the standing Forms Committee to develop procedures and forms required by this legislation. It is anticipated that the Forms Committee will need one meeting of three days to complete the tasks. The travel cost of this fiscal note is comprised of transportation and per diem costs for Forms Committee members stationed outside of Anchorage.

\$2,500

Commodities (one-time cost)

Printing forms and instructional materials and distribution to superior courts

2,500

Total estimated cost

\$5,000

FISCAL NOTE

No. 1
 Bill Version: HB 187
 (H) Publish Date: 3/1/93

STATE OF ALASKA
 1993 LEGISLATIVE SESSION

Revision Date: _____
 Title: An Act authorizing the interception of private communications.
 Sponsor: Governor
 Requestor: Rules Committee

Department Affected: Administration
 BRU: Office of Public Advocacy
 Component: Office of Public Advocacy
 COMPONENT SERIAL NO. 43

EXPENDITURES/REVENUES:

OPERATING	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTUAL	0	0	0	0	0	0
SUPPLIES	0	0	0	0	0	0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
TOTAL OPERATING	0	0	0	0	0	0

CAPITAL	0	0	0	0	0	0
---------	---	---	---	---	---	---

REVENUE FUND SOURCE:	0	0	0	0	0	0
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FUNDING:

1002 Federal Receipts	0	0	0	0	0	0
1003 GF Match	0	0	0	0	0	0
1004 GF	0	0	0	0	0	0
1005 GF/Program Receipts	0	0	0	0	0	0
1006 GF/MHTIA	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0

POSITIONS:

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

Estimate of current year (FY93) impact: None

ANALYSIS: (Attach a separate page if necessary.)

Prepared by: Brant McGee, Public Advocate
 Division: Office of Public Advocacy

Phone: 274-1684
 Date: _____

Approved by Commissioner: Nancy Bear Usera
 Agency: Administration

Date: 2/10/93

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FISCAL NOTE

STATE OF ALASKA
1993 LEGISLATIVE SESSION

No. 4
Bill Version: HB 187
(H) Publish Date: 3/1/93

Revision Date: February 16, 1993
Title: "...authorizing the interception of private communications related...to criminal offenses..."
Sponsor: Rules Committee/Reg. of the Governor
Requestor: Governor's Office/OMB

Department Affected: Department of Law
BRU: Prosecution
Component: All
COMPONENT SERIAL NO. 0085 through 0090

EXPENDITURES/REVENUES:

OPERATING	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-

CAPITAL						
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REVENUE FUND SOURCE:						
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FUNDING:

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1006 GF/MHTIA						
OTHER						
TOTAL	-0-	-0-	-0-	-0-	-0-	-0-

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

Estimate of current year (FY93) impact: -0-

ANALYSIS: (Attach a separate page if necessary.)

Please see the attached analysis.

Richard I. Peques

Prepared by: Richard I. Peques, Director
Division: Administrative Services Division

Phone: 465-3672
Date: February 16, 1993

Approved by Commissioner: Charles E. Cole, Attorney General
Agency: Department of Law

Date: February 16, 1993

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FISCAL NOTE

STATE OF ALASKA
1993 LEGISLATIVE SESSION

BILL NO. 187
NO. 4
Pg 2 of 2

ANALYSIS (Continued):

This bill would authorize the interception of private communications by state law enforcement officers to investigate the serious crimes of murder, kidnapping, and specified drug offenses. Federal law allows states to enact wiretapping laws only if, like this bill, they are at least as restrictive and protective of private communications as federal law.

These protections include allowing only the attorney general or a person designated in writing or by law to act for the attorney general to apply to the court for an order to authorize the wiretapping; limiting the authorization to investigations for only the very serious crimes of murder, kidnapping, or unclassified felony drug offenses; limiting the time period for which the wiretap is authorized; requiring a showing to the court that normal investigative procedures have failed to succeed or are too dangerous to employ; requiring that there be probable cause to believe that the wiretap will secure the evidence being sought; and requiring stringent records keeping and security procedures of law enforcement agencies in the conduct of a wiretapping operation.

Additionally, the bill requires that careful reports about each interception made during the year must be prepared by the attorney general and filed with the federal government. All tapes or other recordings must be transferred to the court, where they are to be kept under seal. Furthermore, notice of the interception must be given by the court in almost all circumstances following the interception. Any evidence derived from an unlawful interception will be suppressed. Finally, the bill increases the criminal penalty for eavesdropping or unauthorized interception, publication, or use of private communications to a class A misdemeanor. These substantial safeguards have been carefully tailored to insure that state constitutional protections, such as Alaska's right of privacy, have been met.

Under the bill, the Department of Law's involvement will include applying for court orders to permit the interception of private communications and the preparation and filing the annual report about interceptions. We do not anticipate that there will be a large number of interceptions, because of the limited circumstance under which they may or could be undertaken. Therefore, we do not believe that the bill will have a fiscal impact for the Department of Law.

FISCAL NOTE

No. 5

STATE OF ALASKA
1993 LEGISLATIVE SESSION

Bill Version: HB 187
(H) Publish Date: 4/2/93

Revision _____ Dept. Affected: Public Safety
 Title: "An act authorizing the interception
of private communications." BRU: Alaska State Troopers
 Sponsor: House Rules Component: Criminal Investigations Bureau
 Requestor: House Labor & Commerce COMPONENT SERIAL NO. 830

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

OPERATING	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99
PERSONAL SERVICES	75.6	75.6	75.6	75.6	75.6	75.6
TRAVEL	4.2	4.2	4.2	4.2	4.2	4.2
CONTRACTUAL	12.0	12.0	12.0	12.0	12.0	12.0
SUPPLIES	0.0	0.0	0.0	0.0	0.0	0.0
EQUIPMENT	20.2	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	112.0	91.8	91.8	91.8	91.8	91.8

CAPITAL	0.0	0.0	0.0	0.0	0.0	0.0
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REVENUE FUND SOURCE:						
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FUNDING: (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF	112.0	91.8	91.8	91.8	91.8	91.8
1005 GF/Program Receipts						
1006 GF/MHTIA						
Other						
TOTAL	112.0	91.8	91.8	91.8	91.8	91.8

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

Estimate of current year (FY 93) impact: \$ _____

ANALYSIS: (Attach a separate page if necessary.)

See attached analysis.

Prepared By: Francis C. Allan Phone: 269-5891
 Division: Alaska State Troopers Date: 3/17/93
 Approved by Commissioner: *[Signature]* Date: 3/25/93
 Agency: Richard Y. Burton, Dir. of Public Safety

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The court authorized interception of private communications by law enforcement officers to investigate serious crimes such as murder, kidnapping, and specified drug offenses is an effective tool for law enforcement, however, it has proven to be extremely labor intensive. The following impact is based primarily upon discussions with federal and state law enforcement officials that have utilized wiretap provisions in their jurisdictions.

It is anticipated that warrants will be obtained to authorize monitoring for periods of approximately 10 to 14 days even though warrants could be obtained to extend the monitoring for longer periods. This monitoring can be complicated by the fact that some conversations monitored may involve non-English speaking participants which will necessitate the need for bi-lingual interpreters and transcribers to augment the investigators on a 24-hour a day basis. If monitoring for example, involves more than one phone line or location, then additional monitoring teams will have to be established, further increasing the costs for personnel, professional and contractual services.

The following is a summary of the estimated costs based upon three wiretaps being utilized each year. This estimate only includes those additional costs that may be incurred to train, equip, implement, monitor, record and document the wiretap in accordance with statutory requirements that may be incurred during a criminal investigation.

Personal Services

Additional overtime for existing personnel:

A) Investigators
(Calculated at Range 77 Step K):

24 hrs x \$54 per x 15 days x 3 cases = \$58.3

B) Clerical support
(Calculated at Range 8 Step D):

16 hrs X \$24 per x 15 days x 3 cases = 17.3

Personal Services Subtotal \$75.6

HB 187

ACG.3

PG. 3 / 3

Travel

Training courses covering wiretapping
equipment, laws & regulations - 6 x
Investigators (2 per shift / 6 per day),
7 days, travel & per diem 4.2

Contractual

A) Utilities

Call Line Identification
\$181 x 3 cases = \$543 .5

Pen Register / Monitoring Unit
\$224 x 3 cases = \$672 .7

B) Translator / interpreter

24 hrs x \$30 per x 15 days x 1 case = 10.8

Contractual Subtotal 12.0

Equipment

Monitoring unit x 2 = 20.2

Total \$112.0

FISCAL NOTE

STATE OF ALASKA
1993 LEGISLATIVE SESSION

No. 2
Bill Version: HB 187
(H) Publish Date: 3/1/93

Revision Date: _____
Title: "An Act relating to wiretapping for criminal investigations or murder, kidnapping and serious drug offenses . . ."
Sponsor: Rules Committee
Requestor: Governor

Department Affected: Administration
BRU: Public Defender Agency
Component: Public Defender Agency
COMPONENT SERIAL NO. 1631

EXPENDITURES/REVENUES:

OPERATING	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99
PERSONAL SERVICES
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING

CAPITAL
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REVENUE FUND SOURCE:
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FUNDING:

1002 Federal Receipts						
1003 GF Match						
1004 GF
1005 GF/Program Receipts						
1006 GF/MHTIA						
OTHER						
TOTAL	.	.	.	.	.	.

POSITIONS:

FULL-TIME	.	.	.	.	.	.
PART-TIME						
TEMPORARY	.	.	.	.	.	.

Estimate of current year (FY93) impact: _____

ANALYSIS: (Attach a separate page if necessary.)
See Attached.

Prepared by: John Salemi, Public Defender
Division: Public Defender Agency

Phone: 279-7541
Date: _____

Approved by Commissioner: Nancy Bear Usery
Agency: Administration

Date: 3/1/93

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FISCAL NOTE

STATE OF ALASKA
1993 LEGISLATIVE SESSION

BILL NO. 187

NO. 2

pg 2 of 2

ANALYSIS: (continued)

This wiretapping bill is limited to certain types of offenses (murder, kidnapping and serious drug offenses). While it is unlikely that authorized wiretapping would be regularly used in kidnapping or murder cases, the pool of serious drug offenses presents a separate matter. As public counsel in criminal cases the Public Defender Agency would be required to review all applications for wiretapping authorization, would necessarily prepare challenges to said applications, and would ultimately defend the cases. In the context of defense preparation significant time might have to be spent reviewing the contents of the "wired" conversations. There is no question that the passage of this bill will increase the work of the Public Defender Agency. To what extent there is an increase would be highly speculative.

BILL NO: HB 187

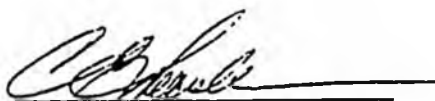
DATE: March 24, 1993

TITLE: "An Act authorizing the interception of private communications related to the commission of certain criminal offenses. . ."

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

HB 187 permits the interception of communications (wire tapping) for the purpose of investigating certain felony crimes. Crimes for which wire tapping may be used to investigate: 1) Murder in the First Degree; 2) Murder in the Second Degree; 3) Kidnapping; 4) Class A or unclassified drug offenses which are for Misconduct Involving a Controlled Substance (MICS) in the first degree, an unclassified felony; 5) and (MICS) in the second degree, a class A felony offense.

This legislation will provide Alaskan law enforcement agencies with a valuable tool presently utilized by the Federal government and many states, to intercept communications to aid in investigating individuals who have committed, are committing, or are planning to commit a very serious offense.


Richard L. Burton
Commissioner

HB

187

SFIN

FILE

FISCAL NOTE

STATE OF ALASKA
1993 LEGISLATIVE SESSION

No. 1
Bill Version: HB 187
(H) Publish Date: 3/1/93

Revised Date: _____
Title: 'An Act authorizing the interception of private communications...'
Sponsor: Governor
Requestor: Rules Committee

Department Affected: Administration
BRU: Office of Public Advocacy
Component: Office of Public Advocacy

COMPONENT SERIAL NO. 43

EXPENDITURES/REVENUES:

OPERATING	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTUAL	0	0	0	0	0	0
SUPPLIES	0	0	0	0	0	0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
TOTAL OPERATING	0	0	0	0	0	0

CAPITAL	0	0	0	0	0	0
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REVENUE FUND SOURCE:	0	0	0	0	0	0
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FUNDING:

1002 Federal Receipts	0	0	0	0	0	0
1003 GF Match	0	0	0	0	0	0
1004 GF	0	0	0	0	0	0
1005 GF/Program Receipts	0	0	0	0	0	0
1006 GF/MHTIA	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0

POSITIONS:

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

Estimate of current year (FY93) impact: None

ANALYSIS: (Attach a separate page if necessary.)

Prepared by: Brant McGee, Public Advocate
Division: Office of Public Advocacy

Phone: 274-1684
Date: _____

Approved by Commissioner: Nancy Bear Userra
Agency: Administration

Date: 2/10/93

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FISCAL NOTE

No. 2
 Bill Version: HB 187
 (H) Publish Date: 3/1/93

STATE OF ALASKA
 1993 LEGISLATIVE SESSION

Revision Date: _____
 Title: "An Act relating to wiretapping for criminal investigations or murder, kidnapping and serious drug offenses . . ."
 Sponsor: Rules Committee
 Requestor: Governor

Department Affected: Administration
 FRU: Public Defender Agency
 Component: Public Defender Agency
 COMPONENT SERIAL NO. 1631

EXPENDITURES/REVENUES:

OPERATING	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99
PERSONAL SERVICES
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING

CAPITAL
---------	---	---	---	---	---	---

REVENUE FUND SOURCE:
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FUNDING:

1002 Federal Receipts						
1003 GF Match						
1004 GF
1005 GF/Program Receipts						
1006 GF/MHTIA						
OTHER						
TOTAL	.	.	.	.	.	.

POSITIONS:

FULL-TIME	.	.	.	.	.	.
PART-TIME						
TEMPORARY	.	.	.	.	.	.

Estimate of current year (FY93) impact: _____

ANALYSIS: (Attach a separate page if necessary.)
 See Attached.

Prepared by: John Salemi, Public Defender
 Division: Public Defender Agency

Phone: 279-7541
 Date: _____

Approved by Commissioner: Nancy Bear Usura
 Agency: Administration

Date: 2/10/93

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FISCAL NOTE

STATE OF ALASKA
1993 LEGISLATIVE SESSION

BILL NO. 187

NO. 2

PS 2-2

ANALYSIS: (continued)

This wiretapping bill is limited to certain types of offenses (murder, kidnapping and serious drug offenses). While it is unlikely that authorized wiretapping would be regularly used in kidnapping or murder cases, the pool of serious drug offenses presents a separate matter. As public counsel in criminal cases the Public Defender Agency would be required to review all applications for wiretapping authorization, would necessarily prepare challenges to said applications, and would ultimately defend the cases. In the context of defense preparation significant time might have to be spent reviewing the contents of the "wired" conversations. There is no question that the passage of this bill will increase the work of the Public Defender Agency. To what extent there is an increase would be highly speculative.

FISCAL NOTE

No. 4
 Bill Version: HB 187
 (H) Publish Date: 3/1/93

STATE OF ALASKA
 1993 LEGISLATIVE SESSION

Revision Date: February 16, 1993
 Title: "...authorizing the interception of private communications related...to criminal offenses..."
 Sponsor: Rules Committee/Req. of the Governor
 Requestor: Governor's Office/OMB

Department Affected: Department of Law
 BRU: Prosecution
 Component: All
 COMPONENT SERIAL NO. 0085 through 0090

EXPENDITURES/REVENUES:

OPERATING	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-

CAPITAL						
---------	--	--	--	--	--	--

REVENUE FUND SOURCE:						
----------------------	--	--	--	--	--	--

FUNDING:

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1006 GF/MHTIA						
OTHER						
TOTAL	-0-	-0-	-0-	-0-	-0-	-0-

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

Estimate of current year (FY93) impact: -0-

ANALYSIS: (Attach a separate page if necessary.)

Please see the attached analysis.

Richard I. Peques

Prepared by: Richard I. Peques, Director
 Division: Administrative Services Division

Phone: 465-3672
 Date: February 16, 1993

Approved by Commissioner: Charles E. Cole, Attorney General
 Agency: Department of Law

Date: February 16, 1993

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FISCAL NOTE

STATE OF ALASKA
1993 LEGISLATIVE SESSION

BILL NO. 187

KO. 4

pg 2 of 2

ANALYSIS (Continued):

This bill would authorize the interception of private communications by state law enforcement officers to investigate the serious crimes of murder, kidnapping, and specified drug offenses. Federal law allows states to enact wiretapping laws only if, like this bill, they are at least as restrictive and protective of private communications as federal law.

These protections include allowing only the attorney general or a person designated in writing or by law to act for the attorney general to apply to the court for an order to authorize the wiretapping; limiting the authorization to investigations for only the very serious crimes of murder, kidnapping, or unclassified felony drug offenses; limiting the time period for which the wiretap is authorized; requiring a showing to the court that normal investigative procedures have failed to succeed or are too dangerous to employ; requiring that there be probable cause to believe that the wiretap will secure the evidence being sought; and requiring stringent records keeping and security procedures of law enforcement agencies in the conduct of a wiretapping operation.

Additionally, the bill requires that careful reports about each interception made during the year must be prepared by the attorney general and filed with the federal government. All tapes or other recordings must be transferred to the court, where they are to be kept under seal. Furthermore, notice of the interception must be given by the court in almost all circumstances following the interception. Any evidence derived from an unlawful interception will be suppressed. Finally, the bill increases the criminal penalty for eavesdropping or unauthorized interception, publication, or use of private communications to a class A misdemeanor. These substantial safeguards have been carefully tailored to insure that state constitutional protections, such as Alaska's right of privacy, have been met.

Under the bill, the Department of Law's involvement will include applying for court orders to permit the interception of private communications and the preparation and filing the annual report about interceptions. We do not anticipate that there will be a large number of interceptions, because of the limited circumstance under which they may or could be undertaken. Therefore, we do not believe that the bill will have a fiscal impact for the Department of Law.

FISCAL NOTE

No. 5

STATE OF ALASKA
1993 LEGISLATIVE SESSION

Bill Version: HB 187
(H) Publish Date: 4/2/93

Revision _____ Dept. Affected: Public Safety
 Title: "An act authorizing the interception BRU: Alaska State Troopers
of private communications." Component: Criminal Investigations Bureau
 Sponsor: House Rules
 Requestor: House Labor & Commerce COMPONENT SERIAL NO. 830

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

OPERATING	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99
PERSONAL SERVICES	75.6	75.6	75.5	75.6	75.6	75.6
TRAVEL	4.2	4.2	4.2	4.2	4.2	4.2
CONTRACTUAL	12.0	12.0	12.0	12.0	12.0	12.0
SUPPLIES	0.0	0.0	0.0	0.0	0.0	0.0
EQUIPMENT	20.2	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	112.0	91.8	91.8	91.8	91.8	91.8
CAPITAL	0.0	0.0	0.0	0.0	0.0	0.0
REVENUE FUND SOURCE:						

FUNDING: (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF	112.0	91.8	91.8	91.8	91.8	91.8
1005 GF/Program Receipts						
1006 GF/MHTIA						
Other						
TOTAL	112.0	91.8	91.8	91.8	91.8	91.8

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

Estimate of current year (FY 93) impact: \$ _____

ANALYSIS: (Attach a separate page if necessary.)

See attached analysis.

Prepared By: Francis C. Allan Phone: 269-5691
 Division: Alaska State Troopers Date: 3/17/93
 Approved by Commissioner: *[Signature]* Date: 3/25/93
 Agency: Richard J. Burton Dept. of Public Safety

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The court authorized interception of private communications by law enforcement officers to investigate serious crimes such as murder, kidnapping, and specified drug offenses is an effective tool for law enforcement, however, it has proven to be extremely labor intensive. The following impact is based primarily upon discussions with federal and state law enforcement officials that have utilized wiretap provisions in their jurisdictions.

It is anticipated that warrants will be obtained to authorize monitoring for periods of approximately 10 to 14 days even though warrants could be obtained to extend the monitoring for longer periods. This monitoring can be complicated by the fact that some conversations monitored may involve non-English speaking participants which will necessitate the need for bi-lingual interpreters and transcribers to augment the investigators on a 24-hour a day basis. If monitoring for example, involves more than one phone line or location, then additional monitoring teams will have to be established, further increasing the costs for personnel, professional and contractual services.

The following is a summary of the estimated costs based upon three wiretaps being utilized each year. This estimate only includes those additional costs that may be incurred to train, equip, implement, monitor, record and document the wiretap in accordance with statutory requirements that may be incurred during a criminal investigation.

Personal Services

Additional overtime for existing personnel:

A) Investigators

(Calculated at Range 77 Step K):

24 hrs x \$54 per x 15 days x 3 cases = \$58.3

B) Clerical support

(Calculated at Range 8 Step D):

16 hrs X \$24 per x 15 days x 3 cases = 17.3

Personal Services Subtotal \$75.6

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Travel

Training courses covering wiretapping
equipment, laws & regulations - 6 x
Investigators (2 per shift / 6 per day),
7 days, travel & per diem 4.2

Contractual

A) Utilities

Call Line Identification

\$181 x 3 cases = \$543 .5

Pen Register / Monitoring Unit

\$224 x 3 cases = \$672 .7

B) Translator / interpreter

24 hrs x \$30 per x 15 days x 1 case = 10.8

Contractual Subtotal 12.0

Equipment

Monitoring unit x 2 = 20.2

Total \$112.0

FISCAL NOTE

No. 6
 Bill Version: CSHB 187 (FIN)
 (H) Publish Date: 4/26/93

STATE OF ALASKA
 1993 LEGISLATIVE SESSION

Revision Date: _____ Department Affected: Alaska Court System
 Title: An Act authorizing interception of BRU: Trial Courts
private communications... Components: _____
 Sponsor: House Rules at request of the Governor
 Requestor: _____ COMPONENT, SERIAL NO. 768

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99
PERSONAL SERVICES						
TRAVEL	2.5					
CONTRACTUAL						
SUPPLIES	2.5					
EQUIPMENT						
LAND & STRUCTURES						
GRANTS & CLAIMS						
TOTAL OPERATING	5.0	0.0	0.0	0.0	0.0	0.0

CAPITAL						
---------	--	--	--	--	--	--

REVENUE FUND SOURCE:						
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FUNDING: (Thousands of Dollars)

1002 FEDERAL RECEIPTS						
1003 GF MATCH						
1004 GF	5.0	0.0	0.0	0.0	0.0	0.0
1005 GF/PROGRAM RECEIPTS						
1006 GF/MHTA						
OTHER						
TOTAL	5.0	0.0	0.0	0.0	0.0	0.0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

Estimate of current year (FY 93) impact: None

ANALYSIS: (Attach a separate page if necessary)
 See attached analysis.

Prepared by: C. S. Christensen III, Staff Counsel *CS* Phone: 264-8228
 Division: Alaska Court System Date: 04/22/93
 Approved by: Arthur H. Snowden, II, Administrative Director *AS*
 Agency: Alaska Court System Date: 04/22/93

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Alaska Court System
Fiscal Analysis
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Travel (one-time cost)

This legislation will require the expedited development of a series of up to fifteen new forms for use in the superior courts. The court system will convene a special meeting of the standing Forms Committee to develop procedures and forms required by this legislation. It is anticipated that the Forms Committee will need one meeting of three days to complete the tasks. The travel cost of this fiscal note is comprised of transportation and per diem costs for Forms Committee members stationed outside of Anchorage.

\$2,500

Commodities (one-time cost)

Printing forms and instructional materials and distribution to superior courts

2,500

Total estimated cost

\$5,000

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HFIN

FILE

FISCAL NOTE

STATE OF ALASKA
1993 LEGISLATIVE SESSION

No. 1
Bill Version: HB 188
(H) Publish Date: 3/1/93

Revision Date: _____
Title: 'An Act relating to forfeiture of certain property...'
Sponsor: Rules Committee
Requestor: Governor

Department Affected: Administration
BRU: Public Defender Agency
Component: Public Defender Agency
COMPONENT SERIAL NO. 1631

EXPENDITURES/REVENUES:

OPERATING	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTUAL	0	0	0	0	0	0
SUPPLIES	0	0	0	0	0	0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
TOTAL OPERATING	0	0	0	0	0	0

CAPITAL	0	0	0	0	0	0
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REVENUE FUND SOURCE:	0	0	0	0	0	0
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FUNDING:

1002 Federal Receipts	0	0	0	0	0	0
1003 GF Match	0	0	0	0	0	0
1004 GF	0	0	0	0	0	0
1005 GF/Program Receipts	0	0	0	0	0	0
1006 GF/MHTIA	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0

POSITIONS:

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

Estimate of current year (FY93) impact: _____

ANALYSIS: (Attach a separate page if necessary.)

Prepared by: John Salemi, Public Defender
Division: Public Defender Agency

Phone: 279-7541
Date: _____

Approved by Commissioner: Nancy Bear Usera
Agency: Administration

Date: 2/10/93

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FISCAL NOTE

STATE OF ALASKA
1993 LEGISLATIVE SESSION

No. 2
Bill Version: HB 188
(H) Publish Date: 3/1/93

Revision Date: _____
Title: 'An Act relating to forfeiture of certain property;
and providing . . .'
Sponsor: Governor
Requestor: Rules Committee

Department Affected: Administration
BRU: Office of Public Advocacy
Component: Office of Public Advocacy

COMPONENT SERIAL NO. 43

EXPENDITURES/REVENUES:

OPERATING	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTUAL	0	0	0	0	0	0
SUPPLIES	0	0	0	0	0	0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
TOTAL OPERATING	0	0	0	0	0	0

CAPITAL	0	0	0	0	0	0
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REVENUE FUND SOURCE:	0	0	0	0	0	0
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FUNDING:

1002 Federal Receipts	0	0	0	0	0	0
1003 GF Match	0	0	0	0	0	0
1004 GF	0	0	0	0	0	0
1005 GF/Program Receipts	0	0	0	0	0	0
1006 GF/MHTIA	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0

POSITIONS:

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

Estimate of current year (FY93) impact: None

ANALYSIS: (Attach a separate page if necessary.)

Prepared by: Brant McGee, Public Advocate
Division: Office of Public Advocacy

Phone: 274-1684
Date: _____

Approved by Commissioner: Nancy Bear Usera
Agency: Administration

Date: 2/10/93

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FISCAL NOTE

STATE OF ALASKA
1993 LEGISLATIVE SESSION

No. 3
 Bill Version: HB 188
 (H) Publish Date: 3/1/93

Revision Date: _____ Dept. Affected: Public Safety
 Title: "An Act relating to forfeiture of certain property." BRU: Alaska State Troopers
 Sponsor: Rules Component: Criminal Investigation Bureau
 Requestor: Governor COMPONENT SERIAL NO. 830

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

OPERATING	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-
CAPITAL	-0-	-0-	-0-	-0-	-0-	-0-
REVENUE FUND SOURCE:	-0-	-0-	-0-	-0-	-0-	-0-

FUNDING: (Thousands of Dollars)


1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1006 GF/MHTIA						
Other						
TOTAL	-0-	-0-	-0-	-0-	-0-	-0-

POSITIONS:

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

Estimate of current year (FY 93) impact: \$ _____

ANALYSIS: (Attach a separate page if necessary.) This zero fiscal note is based on the assumption that the Department of Admin. will make forfeiture reports available to the Dept. of Public Safety Commissioner to determine recommendations for the transfer of up to 90% of the net value of forfeited property to one or more agencies or political subdivisions of the State as set out in Sec. 17.30.122(4).

Prepared By: C.E. Swackhammer Phone: 465-4322
 Division: Office of the Commissioner Date: 2/12/93
 Approved by Commissioner:  Date: 2/12/93
 Agency: Richard L. Burton, Dept. of Public Safety

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FISCAL NOTE

STATE OF ALASKA
1993 LEGISLATIVE SESSION

No. 4
Bill Version: HR 188
(H) Publish Date: 3/1/93

Revision Date: February 16, 1993
Title: "An Act relating to forfeiture of certain property..."
Sponsor: Rules Committee/Req. of Governor
Requestor: Governor's Office/OMB

Department Affected: Department of Law
BRU: Prosecution
Component: All
COMPONENT SERIAL NO. 0085 through 0090

EXPENDITURES/REVENUES:

OPERATING	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-

CAPITAL						
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REVENUE FUND SOURCE:						
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FUNDING:

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1006 GF/MHTIA						
OTHER						
TOTAL	-0-	-0-	-0-	-0-	-0-	-0-

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

Estimate of current year (FY93) impact: -0-

ANALYSIS: (Attach a separate page if necessary.)

Please see the attached analysis.

Richard I. Peques

Prepared by: Richard I. Peques, Director
Division: Administrative Services/Division

Phone: 465-3672
Date: February 16, 1993

Approved by Commissioner: Charles E. Cole, Attorney General
Agency: Department of Law

Date: February 16, 1993

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FISCAL NOTE

STATE OF ALASKA
1993 LEGISLATIVE SESSION

BILL NO. 188
NO. 4
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ANALYSIS (Continued):

This bill amends the state drug asset forfeiture laws (AS 17.30) in order to resolve procedural ambiguities in the existing law, as noted in Badoino v. State. Because of those ambiguities the state has had to rely on federal prosecutors for most drug forfeiture actions in Alaska, thus reducing the proceeds that would otherwise flow to the state as the result of the seizure and sale of assets used in narcotics trafficking.

This bill would also permit the forfeiture of real property, including buildings; permit the tracing of drug money to allow forfeiture of any property purchased with that money; permit the forfeiture of all dangerous instruments used by a drug dealer, while existing law requires forfeiture only of firearms; permit the sharing of forfeited assets between municipal police departments and the state; require the state's costs for forfeiture proceedings to be paid by the drug dealer; allow the court to forfeit other assets of the drug dealer if the property to be forfeited is commingled with other property, has been removed from the court's jurisdiction or has been destroyed by the drug dealer; and give the state a perfected priority lien on the forfeited property ahead of unsecured creditors.

All of these changes are designed to improve the state's forfeiture and disposal of drug trafficking assets, and they are expected to have a positive fiscal impact for the state.

FISCAL NOTE

STATE OF ALASKA
1993 LEGISLATIVE SESSION

Bill No. CSHB 188 (JUD)

Revision Date: _____ Department Affected: Alaska Court System
 Title: An Act relating to forfeiture of certain BRU: Trial Courts
property Components: _____
 Sponsor: House Rules by request of Governor
 Requestor: _____ COMPONENT SERIAL NO. 768

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99
PERSONAL SERVICES	15.4	15.4	15.4	15.4	15.4	15.4
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS & CLAIMS						
TOTAL OPERATING	15.4	15.4	15.4	15.4	15.4	15.4

CAPITAL						
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REVENUE						
FUND SOURCE:						

FUNDING: (Thousands of Dollars)

1002 FEDERAL RECEIPTS						
1003 GF MATCH						
1004 GF	15.4	15.4	15.4	15.4	15.4	15.4
1005 GF/PROGRAM RECEIPTS						
1006 GF/MHTIA						
OTHER						
TOTAL	15.4	15.4	15.4	15.4	15.4	15.4

POSITIONS:

FULL-TIME						
PART-TIME	2.0	2.0	2.0	2.0	2.0	2.0
TEMPORARY						

Estimate of current year (FY 93) impact: None

ANALYSIS: (Attach a separate page if necessary)
See attached analysis.

Prepared by: C. S. Christensen III, Staff Counsel *MC* Phone: 264-8228
 Division: Alaska Court System Date: 04/22/93

Approved by: Arthur H. Snowden, II, Administrative Director *AS* *MC* Date: 04/22/93
 Agency: Alaska Court System

Distribution (by preparer): Legislative Finance, Legislative Sponsor, Requestor, OMB, & Impacted Agency(ies).