

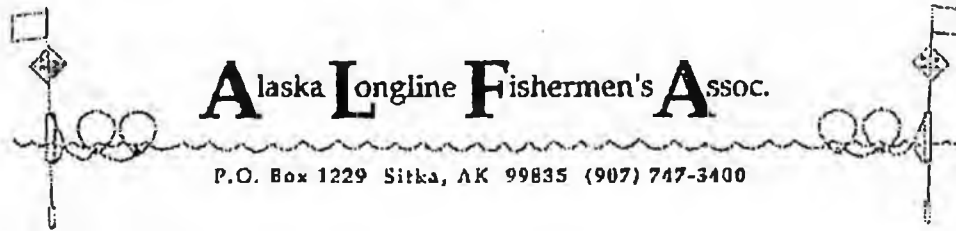
ALASKA LEGISLATURE

1151

HOUSE and SENATE FINANCE COMMITTEE FILES,

1993-1994

225



P.O. Box 1229 Sitka, AK 99835 (907) 747-3400

Chairman Williams
House Resource Committee
Juneau, AK 99801

January 27, 1994

SENATE BILL NO. 132/ QS BIDCOs

Dear Chairman Williams and Members of the Committee,

On behalf of the Alaska Longline Fishermen's Association (ALFA), I would like to take this opportunity to offer the following comments on the quota share loan program and the sablefish/halibut quota share program itself.

First, I would like to emphasize to members of the committee the importance of moving forward as quickly as possible with a comprehensive loan program. As you are no doubt aware, the sablefish and halibut quota share program has been fully approved by the Secretary of Commerce and the plan *will be implemented* in 1995. The time for debating the merits of the program is past; quota shares are the future management strategy for the sablefish and halibut fisheries. Now is the time for Alaska to seize the opportunity to maximize the benefits afforded by the program. Predictably, a significant amount of quota share will change hands during the early years of the program while fishermen adapt to the new fishing strategy. Providing Alaskan fishermen with adequate capital to purchase quota share during these early years will prove a long-term investment from which Alaska will benefit for years to come. Time is short; S.B. 132 must be approved during this legislative session.

Unlike limited entry licenses, quota shares will provide individuals with access to a certain percentage of the overall quota, which will translate into pounds of fish on an annual basis. Fishermen can plan marketing strategies in advance and enhance the value of the product, generate increased revenue for the fishermen, the processors, and the State. Quota shares can be used as collateral and will be treated as real property by lending institutions. In sum, quota shares constitute a far more secure and valuable asset than do limited entry licenses, and quota share loans a better investment for the State.

Expanding the existing loan program to allow Alaskan residents to borrow money from the State to purchase quota share is a first, and very necessary step. Again, on behalf of ALFA's membership, I urge Committee members to move S.B. 132 forward as quickly as possible. I am aware, however, that the loan program should be taken one step farther, expanded to increase the amount of capital available and to provide coastal communities, native corporations, Alaska processors, etc. with an opportunity to invest in the fisheries and thereby maintain or strengthen traditional delivery patterns. With this goal in mind, I recently met with members of the Commerce Department, representatives of various native corporations, and Municipal

League members to develop a regional, or community-based loan program. The following is a brief outline of the program being developed.

Regional Quota Share BIDCOs

In 1993 the legislature passed enabling language that allowed Alaska to establish Business and Industrial Development Corporations, or BIDCOs. Separate legislation appropriated three million dollars to be made available as matching funds. In other States, BIDCOs have traditionally been formed by investors who saw an opportunity to assist or establish businesses that could profit from the investors' expertise in production, marketing, advertising, etc.,--creating, in effect, a mentor relationship. In some cases, the BIDCOs goal also included enhancement of employment opportunities in a depressed area, or some other social objective. Investors outlined the BIDCOs goal, pledged an amount of funds, and applied to the appropriate State government for matching or additional funds.

Both Commissioner Fuhs and Mr. Willis Kirkpatrick of Banking and Securities recognized the appropriateness of establishing regional Alaska BIDCOs to enable communities, native corporations, processors and other entities dependent on the sablefish and halibut fisheries to assist local fishermen in purchasing quota share. The BIDCOs will provide relatively low interest loans, but stipulate criteria such as residency within the BIDCO region, delivery to processors within the region, etc.. The regional BIDCOs will ensure that traditional seafood delivery patterns are maintained and that Alaskan communities derive maximum benefit from the sablefish and halibut fisheries. Money invested by the BIDCOs in the fisheries through quota share loans will ensure that funding for Alaskans is adequate, and that both State and local expertise is fully engaged in maximizing value from the fisheries. Quota share BIDCOs will be a win:win situation for resident fishermen, processors, communities, native corporations, and the State in general.

As mentioned above, enabling legislation for the BIDCOs passed last fall. It is my understanding that no additional action by the legislature is necessary at this time. If that understanding proves incorrect, then immediate action will be necessary to ensure that BIDCOs can be established before Fall '94 when quota shares will be issued. Clearly the potential benefits of the program call for committed action. Our association will do all that we can, but will look to the State for guidance and assistance. I hope the legislature will be supportive of these efforts.

In closing, ALFA's membership respectfully requests that members of the resource committee make every effort to expedite development of a comprehensive quota share loan program. S.B. 132 is an important first step; any assistance the legislature can offer in establishing regional BIDCOs will ensure that the critical second step is also accomplished. I will make every effort to keep the committee informed as the quota share BIDCO program takes shape.

Thank you for your time and attention.

Sincerely,

Linda Behnken

Linda Behnken (exec. director, ALFA)



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
National Marine Fisheries Service
P.O. Box 21668
Juneau, Alaska 99802-1668

January 27, 1994

VIA FACSIMILE: 465-3793

Hon. Bill Hudson, Vice-Chairman
Committee on Resources
Alaska House of Representatives
P.O. Box V
Juneau, Alaska 99811

Dear Representative Hudson:

At last Friday's meeting of the Resources Committee, a number of questions regarding the distribution of benefits under the Pacific halibut and sablefish Individual Fishing Quota (IFQ) program were raised. At that time, I said that I would "revisit" the data assembled by the North Pacific Fisheries Management Council (the "Council") and provide it to you by no later than Friday, January 28.

Since that meeting, I have had an opportunity to review the data as published by the Council on March 27, 1992. The tables attached hereto are part of the Supplemental Environmental Impact Statement prepared pursuant to the requirements of the National Environmental Protection Act (NEPA).

As I understood your request, you were interested in knowing how the initial distribution of Quota Share (QS) under the program would impact various "regions" within Alaska. The attached tables, which contain estimates derived from fish ticket and vessel licensing files, may be useful for your purposes (though the data is aggregated and displayed by Census Area rather than by "region"). The tables are as follows:

<u>Table Number</u>	<u>Displaying</u>
3.14	Estimated numbers of Alaskans, disaggregated by Census Area, who will be awarded Quota Share upon initial issuance.
3.15	Estimated percent of total Alaskan Quota Share recipients, disaggregated by Census Area.
3.16	Estimated value of Quota Share that will be awarded to Alaskans, disaggregated by Census Area.
3.17	Estimated percent of total value of Quota Share that will be awarded to Alaskans, disaggregated by Census Area.



Please note that these tables include both halibut and sablefish Quota Share recipients, and that they are estimates derived from fish ticket and vessel registration files. Further, the estimated "value" of the Quota Shares that will be issued reflect estimated historic gross earnings in the fisheries -- the actual "market value" of Quota Shares is expected to be somewhat higher than the market value for the product.

From these data, we can see that approximately 5,579 Alaskans will receive Quota Share upon initial issuance. This represents 86.5% of all persons who will be initially be awarded Quota Share. The value of that Quota Share is estimated at \$144,660,000 (or, approximately 63.5% of the total).

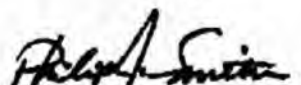
These numbers may provide some comfort to those who are concerned that the IFQ program will provide disproportionate benefits to fishermen who reside outside of Alaska. Although the Federal government must implement this program with strict neutrality (with respect to the distributional benefits), it would seem to me that the challenge to those who wish to retain (or increase) those benefits on behalf of Alaska residents is to devise a system of information, capital, and cooperation that will insure that Alaskans do not involuntarily lose their Quota Share, and that will assist Alaskans to acquire additional Quota Share.

Now that the implementation of the program is under way and people are beginning to realize that it is "really going to happen," there are a number of suggestions being advanced to improve upon it (that is, to redistribute its benefits to one constituent group or another). What is not generally understood is that any programmatic amendments must be initiated through the North Pacific Fisheries Management Council.

Since the Council (which next meets during the week of April 18 in Anchorage) worked on the IFQ program for several years prior to final approval, there may be some resistance to attempts to redesign its major elements at this late date. Additionally, of course, any significant alteration in the "rules of the game" will result in a "time out" and could well derail the efforts that are currently being made to implement the program by next spring.

I hope this information has been helpful. Please don't hesitate to contact me (586-7344) should you have any additional questions.

Sincerely,



Philip J. Smith
Chief, Restricted Access
Management Division

Table 3.14 Number of halibut and sablefish vessel owners (1985-1990) and number of quota share (QS) recipients by year and census area of owner residence.

Number of halibut and sablefish vessel owners and QS recipients by year and census area of residence.

Census area	YEAR						
	85	86	87	88	89	90	QS
Anchorage	195	194	222	231	170	211	356
MatSu Borough	24	25	31	42	37	43	74
Kenai Peninsula Borough	364	503	620	715	604	728	1,051
Kodiak Island Borough	301	353	414	390	353	456	587
Valdez-Cordova	67	112	147	116	55	149	208
Fairbanks-North Star Bor.	9	14	15	19	19	21	36
SE Fairbanks	0	0	1	0	0	0	0
Yukon-Koyukuk	3	2	2	3	1	3	6
Nome	1	1	0	1	0	1	2
North Slope Borough	0	1	1	1	0	1	1
NW Arctic Borough	0	0	0	0	0	1	1
Haines Borough	43	60	71	77	79	73	95
Juneau Borough	154	195	184	222	232	221	315
Ketchikan-Gateway Borough	104	107	133	148	137	134	194
P. of Wales-Outer Ketchikan	80	103	125	154	161	166	236
Sitka Borough	201	233	268	292	296	286	406
Skagway-Yakutat-Angoon	178	198	205	243	237	225	320
Wrangell-Petersburg	324	373	393	448	415	397	575
Aleutians E. Borough	59	88	102	96	87	103	136
Aleutians W. Borough	37	29	37	45	47	50	72
Bethel	55	59	94	21	17	28	50
Bristol Bay Borough	0	1	1	1	0	16	16
Dillingham	1	1	5	3	4	45	50
Wade Hampton	0	0	6	2	2	3	4
Lake & Peninsula Borough	8	10	18	20	9	27	33
All Alaska Areas	2,507	3,028	3,531	3,704	3,406	3,916	5,579

Table 3.15 Percent of halibut and sablefish vessel owners and QS recipients by year and census area of residence.

Census area	YEAR						
	85	86	87	88	89	90	QS
Anchorage	7.8%	6.4%	6.3%	6.2%	5.0%	5.4%	6.4%
MatSu Borough	1.0%	0.8%	0.9%	1.1%	1.1%	1.1%	1.3%
Kenai Peninsula Borough	15.3%	16.6%	17.6%	19.3%	17.7%	18.6%	18.8%
Kodiak Island Borough	12.0%	11.7%	11.7%	10.5%	10.4%	11.6%	10.5%
Valdez-Cordova	2.7%	3.7%	4.2%	3.1%	1.6%	3.8%	3.7%
Fairbanks-North Star Bor.	0.4%	0.5%	0.4%	0.5%	0.6%	0.5%	0.6%
SE Fairbanks	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Yukon-Koyukuk	0.1%	0.1%	0.1%	0.1%	0.0%	0.1%	0.1%
Nome	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
North Slope Borough	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
NW Arctic Borough	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Haines Borough	1.7%	2.0%	2.0%	2.1%	2.3%	1.9%	1.7%
Juneau Borough	6.1%	6.4%	5.2%	6.0%	6.8%	5.6%	5.6%
Ketchikan-Gateway Borough	4.1%	3.5%	3.8%	4.0%	4.0%	3.4%	3.5%
P. of Wales-Outer Ketchikan	3.2%	3.4%	3.5%	4.2%	4.7%	4.2%	4.2%
Sitka Borough	8.0%	7.7%	7.6%	7.9%	8.7%	7.3%	7.3%
Skagway-Yakutat-Angoon	7.1%	6.5%	5.8%	6.6%	7.0%	5.7%	5.7%
Wrangell-Petersburg	12.9%	12.3%	11.1%	12.1%	12.2%	10.1%	10.3%
Aleutians E. Borough	2.4%	2.9%	2.9%	2.6%	2.6%	2.6%	2.4%
Aleutians W. Borough	1.5%	1.0%	1.0%	1.2%	1.4%	1.3%	1.3%
Bethel	2.2%	1.9%	2.7%	0.6%	0.5%	0.7%	0.9%
Bristol Bay Borough	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.3%
Dillingham	0.0%	0.0%	0.1%	0.1%	0.1%	1.1%	0.9%
Wade Hampton	0.0%	0.0%	0.2%	0.1%	0.1%	0.1%	0.1%
Lake & Peninsula Borough	0.3%	0.3%	0.5%	0.5%	0.3%	0.7%	0.6%
All Alaska Areas	88.9%	87.5%	87.7%	88.8%	87.0%	86.5%	86.5%

Note: Total percent of owners may be less than 100% due to presence of non-Alaskan owners not shown.

Table 3.16 Estimated value of catch of Pacific halibut and sablefish, in thousands of dollars, (1985-1990), and calculated value of IFQs, by year and census area of owner residence.

Halibut and sablefish value and IFQ value by year and census area of residence.

Census area	YEAR						
	85	86	87	88	89	90	IFQ
Anchorage	967	1,733	4,945	3,647	2,180	3,126	3,063
MatSu Borough	128	167	232	326	461	545	410
Kenai Peninsula Borough	6,078	12,020	17,109	22,281	21,184	20,896	19,446
Kodiak Island Borough	13,812	25,684	25,115	23,621	21,837	18,565	24,111
Valdez-Cordova	720	3,067	2,824	2,569	2,930	3,461	2,142
Fairbanks-North Star Bor.	7	39	34	40	48	56	40
SE Fairbanks	0	0	*	0	0	0	0
Yukon-Koyukuk	*	*	*	*	*	*	2
Nome	*	*	0	*	0	*	*
North Slope Borough	0	*	*	*	0	*	*
NW Arctic Borough	0	0	0	0	0	*	*
Haines Borough	354	671	1,181	1,136	906	951	920
Juneau Borough	1,548	3,703	4,499	5,444	7,317	7,024	4,763
Ketchikan-Gateway Borough	1,670	3,157	3,317	3,168	4,438	4,063	2,543
P.of Wales-Outer Ketchikan	257	913	1,463	1,387	2,064	2,816	1,470
Sitka Borough	5,178	8,092	11,532	17,695	15,394	14,907	12,012
Skagway-Yakutat-Angoon	1,854	3,790	4,930	6,710	6,062	4,838	4,015
Wrangell-Petersburg	5,869	13,746	14,808	16,490	17,471	18,765	14,193
Aleutians E. Borough	1,167	2,730	3,014	1,372	1,251	3,197	2,450
Aleutians W. Borough	412	314	1,051	1,328	630	552	849
Bethel	22	63	106	12	24	38	98
Bristol Bay Borough	0	*	*	*	0	11	7
Dillingham	*	*	51	*	306	47	31
Wade Hampton	0	0	4	*	*	*	4
Lake & Peninsula Borough	122	211	607	442	80	544	374
All Alaska Areas	66,046	123,853	149,210	173,052	174,555	168,457	144,660

*Price/pound figures came from the Commercial Fisheries Entry Commissions' Condensed Gross Earnings data for halibut and sablefish for 1984 through 1990, from Pacific data for 1991 sablefish, and from a conversation with the IPHC for halibut 1991.

*Due to confidentiality restrictions, this information could not be released.

Table 3.17 Percent of halibut and sablefish catch value and IFQ value by year and census area of residence.

Census area	YEAR						
	85	86	87	88	89	90	IFQ
Anchorage	1.5%	1.4%	3.3%	2.1%	1.2%	1.9%	2.1%
Mat-Su Borough	0.2%	0.1%	0.2%	0.2%	0.3%	0.3%	0.3%
Kenai Peninsula Borough	9.2%	10.4%	11.5%	12.9%	12.1%	12.4%	13.4%
Kodiak Island Borough	20.9%	20.7%	16.8%	13.6%	12.5%	11.0%	16.7%
Valdez-Cordova	1.1%	2.5%	1.9%	1.5%	1.7%	2.1%	1.5%
Fairbanks-North Star Bor.	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
SE Fairbanks	0.0%	0.0%	*	0.0%	0.0%	0.0%	0.0%
Yukon-Koyukuk	*	*	*	*	*	*	0.0%
Nome	*	*	0.0%	*	0.0%	*	*
North Slope Borough	0.0%	*	*	*	0.0%	*	*
NW Arctic Borough	0.0%	0.0%	0.0%	0.0%	0.0%	*	*
Haines Borough	0.5%	0.5%	0.8%	0.7%	0.5%	0.6%	0.6%
Juneau Borough	2.3%	3.0%	3.0%	3.1%	4.2%	4.2%	3.3%
Ketchikan-Gateway Borough	2.5%	2.5%	2.2%	1.8%	2.5%	2.4%	1.8%
P. of Wales-Outer Ketchikan	0.4%	0.7%	1.0%	0.8%	1.2%	1.7%	1.0%
Sitka Borough	7.8%	6.5%	7.7%	10.2%	6.8%	8.8%	8.3%
Skagway-Yakutat-Angoon	2.8%	3.1%	3.3%	3.9%	3.5%	2.9%	2.8%
Wrangell-Petersburg	8.9%	11.1%	9.9%	9.5%	10.0%	11.1%	9.8%
Aleutians E. Borough	1.8%	2.2%	2.0%	0.8%	0.7%	1.9%	1.7%
Aleutians M. Borough	0.6%	0.3%	0.7%	0.8%	0.4%	0.3%	0.6%
Bethel	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.1%
Bristol Bay Borough	0.0%	*	*	*	0.0%	0.0%	0.0%
Dillingham	*	*	0.0%	*	0.2%	0.0%	0.0%
Wade Hampton	0.0%	0.0%	0.0%	*	*	*	0.0%
Lake & Peninsula Borough	0.2%	0.2%	0.4%	0.3%	0.0%	0.3%	0.3%
All Alaska Areas	60.8%	65.3%	64.9%	62.3%	59.9%	62.0%	64.3%

Note: Total percent of value may be less than 100% due to presence of catch to non-Alaskan owners not shown.
 *Due to confidentiality restrictions, this information could not be released.

HOUSE COMMITTEE REPORT

2/4/94
Finance

d

(9)
 Date Referred: April 14, 1993

FURTHER REFERRALS:

Date of Committee Action: 2/4/94

The RESOURCES Committee considered:

CSSB 132(RES) am

CS FOR SENATE BILL NO. 132(RES) am

LOANS FOR IFQ'S

"An Act relating to loans for the purchase of individual fishery quota shares; and providing for an effective date."

RECOMMENDATIONS: the same title
 be replaced with HCS CS SB 132 (RES) a new title

- have attached amendments(s)
- do pass
- do not pass
- no recommendations
- individual recommendations
- additional referral to the _____ Committee

ADOPTS: House Resources letter of Intent

ATTACHES NEW FISCAL NOTE(s): (Dept) APPROVES PREVIOUS: (Dept/Date)
 fiscal impact Dept. of Commerce & Econ. Dev. fiscal note(s) _____
 zero fiscal note _____ zero fiscal note(s) _____

SIGNING DO PASS	DP	OTHER RECOMMENDATIONS	DNP	NR	AM
<u>W.R. Williams</u> Williams ✓		<u>John Carnely</u> CARNELY ✓			
		<u>James Green</u> Green ✓			
		<u>James James</u> James ✓			
		<u>John Davies</u> DAVIES ✓			
	(1)			(4)	

W.R. Williams
 CHAIRMAN'S SIGNATURE



Alaska State Legislature

HOUSE RESOURCES COMMITTEE

P.O. Box V
State Capitol
Juneau, Alaska 99811
(907) 465-3715

HOUSE RESOURCES COMMITTEE

LETTER OF INTENT

HCS CS SB 132(RES), "AN ACT RELATING TO THE PURCHASE OF
INDIVIDUAL FISHERY QUOTA SHARES"

It is the intent of the House Resources Committee that the Commercial Fisheries and Agriculture Bank (C-FAB), within its existing authority under AS 44.81.210, make financing available for the purchase of quota shares for fisheries in or off Alaska.

It is also the intent of the House Resources Committee, that passage of this bill in no way implies either legislative support for, or opposition to, the IFQ program, only a commitment to ensuring that Alaskans have as much opportunity as possible to acquire quota shares if-or-when the IFQ program is implemented.

Signed,

A handwritten signature in cursive script, appearing to read "Bill Williams".

Rep. Bill Williams, Chairman

FISCAL NOTE

STATE OF ALASKA
1994 LEGISLATIVE SESSION

BILL NO. HCS CSSB 132(RES)

Revision Date: January 24, 1994
 Title: Loans for IFOs

Department Affected: Commerce and Economic Development
 BRU: Investments
 Component: _____

Sponsor: Senator Jacko
 Requestor: House Resources

COMPONENT SERIAL NO. 0384

Expenditures/Revenues:

OPERATING EXPENDITURES	FY 95	FY 96	FY 97	FY 98	FY 99	FY 00
PERSONAL SERVICES	46.2	138.8	138.8	138.8	138.8	138.8
TRAVEL	2.0	6.0	6.0	6.0	6.0	6.0
CONTRACTUAL	11.3	33.9	33.9	33.9	33.9	33.9
SUPPLIES	1.5	1.5	1.5	1.5	1.5	1.5
EQUIPMENT	13.5	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	74.5	180.2	180.2	180.2	180.2	180.2

CAPITAL EXPENDITURES	0	0	0	0	0	0
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CHANGE IN REVENUES ()						
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FUND SOURCE

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 C/F LOAN 1036	74.5	180.2	180.2	180.2	180.2	180.2
TOTAL	74.5	180.2	180.2	180.2	180.2	180.2

Estimate of current year (FY 94) cost: \$ 0

POSITIONS

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

ANALYSIS: (Attach a separate page if necessary.)

See attached.

Prepared by: Martin J. Richard
 Division: Investments

Phone: (907) 465-2510
 Date: January 24, 1994

Approved by Commissioner: Paul Fuhs
 Agency: Commerce and Economic Development

Date: 1-27-94

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FISCAL NOTE

STATE OF ALASKA
1994 LEGISLATIVE SESSION

BILL NO. HCS CSSB 132(RES)

ANALYSIS: (continued)

This fiscal note assumes that the IFQ program will go into effect on March 1, 1995 as estimated by the United States Department of Commerce. The operating expenses for FY 95 have been adjusted accordingly.

PERSONAL SERVICES

The passage of HCS CSSB 132(RES) will require the addition of two Loan Officer I positions and a Loan Closer I position. The loan officers will process loan requests generated as a result of this legislation. They will also handle inquiries, outreach, loan extensions and other collection activity associated with these loans. The loan closer will develop the documentation used to complete loans processed by the loan officers and will obtain signatures, record collateral documents and disburse loan proceeds.

TRAVEL

It is estimated that loan officers will make an average of six outreach trips to rural Alaska each year, at an average cost of \$1.0 per trip. In FY 95 a total of two trips are anticipated.

CONTRACTUAL

The office space rental for three additional employees is estimated at \$8.9 per year. In addition, the Department anticipates spending an additional \$25.0 per year on outside contractors to help in its outreach efforts in rural communities throughout the State.

SUPPLIES

The Department estimates \$1.5 per year to cover costs of miscellaneous office supplies and printing of application packages and brochures.

EQUIPMENT

The Department estimates a one-time cost of \$13.5 to cover the costs of office furniture and computer equipment for three new employees.

Position Title Loan Officer I		No. of Positions 1	Range / Step 16A	Barg. Unit GGU
Time Status Full-Time	Staff Months 4 months	Location Anchorage		Election District
TYPE OF EXPENDITURE		AMOUNT		
Salary		12.1		
Benefits		4.9		
Premium Pay				
Other				
Total Personal Services		17.0		
Travel		1.0		
Contractual		4.1		
Commodities		.2		
Equipment		4.5		
Other				
Total Cost		26.8		
FUNDING SOURCE FOR TOTAL COST				
Federal Receipts	1002			
G.F. Match	1003			
General Fund	1004			
I-A Receipts	1007			
CIP Receipts	1061			
Other	C/F Loan 1036			
Justification This position is necessary to process loan requests generated as a result of the passage of this legislation. This position will also handle inquiries, outreach, loan extensions, and other collection activity associated with these loans.				

Request For New Position

AGENCY Commerce and Economic Development
 BRU Investments
 COMPONENT _____

FY 95

Page 1 of 1
 Revised Date: Jan. 24, 1994

Position Title Loan Closer I		No. of Positions 1	Range / Step 10A	Barg. Unit GGU
Time Status Full-Time	Staff Months 4 months	Location Juneau		Election District
TYPE OF EXPENDITURE		AMOUNT		Justification This position is necessary to develop the documentation used to complete loans processed by the loan officers. This position will also obtain signatures, record collateral documents, and disburse loan proceeds.
Salary			8.3	
Benefits			3.9	
Premium Pay				
Other				
Total Personal Services			12.2	
Travel				
Contractual			1.9	
Commodities			2	
Equipment			4.5	
Other				
Total Cost			18.8	
FUNDING SOURCE FOR TOTAL COST				
Federal Receipts	1002			
G.F. Match	1003			
General Fund	1004			
I-A Receipts	1007			
CIP Receipts	1061			
Other	C/F Loan 1036			

Request For New Position

AGENCY Commerce and Economic Development

BRU Investments

COMPONENT _____

FY 95

Page 1 of 1
Revised Date: Jan. 24, 1994

Position Title Loan Closer I		No. of Positions 1	Range / Step 10A	Barg. Unit GGU
Time Status Full-Time	Staff Months 4 months	Location Juneau		Election District
TYPE OF EXPENDITURE		AMOUNT		Justification This position is necessary to develop the documentation used to complete loans processed by the loan officers. This position will also obtain signatures, record collateral documents, and disburse loan proceeds.
Salary			8.3	
Benefits			3.9	
Premium Pay				
Other				
Total Personal Services			12.2	
Travel				
Contractual			1.9	
Commodities			.2	
Equipment			4.5	
Other				
Total Cost			18.8	
FUNDING SOURCE FOR TOTAL COST				
Federal Receipts	1002			
G.F. Match	1003			
General Fund	1004			
I-A Receipts	1007			
CIP Receipts	1061			
Other	C/F Loan 1036			

**Request For
New Position**

AGENCY Commerce and Economic Development
 BRU Investments
 COMPONENT _____

FY 95

Position Title Loan Closer I		No. of Positions 1	Range / Step 10A	Barg. Unit GGU	
Time Status Full-Time	Staff Months 4 months	Location Juneau		Election District	
TYPE OF EXPENDITURE		AMOUNT	Justification This position is necessary to develop the documentation used to complete loans processed by the loan officers. This position will also obtain signatures, record collateral documents, and disburse loan proceeds.		
Salary		8.3			
Benefits		3.9			
Premium Pay					
Other					
Total Personal Services		12.2			
Travel					
Contractual		1.9			
Commodities		2			
Equipment		4.5			
Other					
Total Cost		18.8			
FUNDING SOURCE FOR TOTAL COST					
Federal Receipts	1002				
G.F. Match	1003				
General Fund	1004				
I-A Receipts	1007				
CIP Receipts	1061				
Other	C/F Loan 1036				

Request For New Position

AGENCY Commerce and Economic Development
 BRL Investments
 COMPONENT _____

FY 95

Position Title Loan Closer I		No. of Positions 1	Range / Step 10A	Barg. Unit GGU
Time Status Full-Time	Staff Months 4 months	Location Juneau		Election District
TYPE OF EXPENDITURE		AMOUNT		
Salary		8.3		
Benefits		3.9		
Premium Pay				
Other				
Total Personal Services		12.2		
Travel				
Contractual		1.9		
Commodities		.2		
Equipment		4.5		
Other				
Total Cost		18.8		
FUNDING SOURCE FOR TOTAL COST				
Federal Receipts	1002			
G.F. Match	1003			
General Fund	1004			
I-A Receipts	1007			
CIP Receipts	1061			
Other	C/F Loan 1036			
Justification This position is necessary to develop the documentation used to complete loans processed by the loan officers. This position will also obtain signatures, record collateral documents, and disburse loan proceeds.				

Request For New Position

AGENCY Commerce and Economic Development
 BRU Investments
 COMPONENT _____

FY 95

Page 1 of 1
 Revised Date: Jan. 24, 1994

Position Title Loan Officer I		No. of Positions 1	Range / Step 16A	Barg. Unit GGU
Time Status Full-Time	Staff Months 4 months	Location Juneau		Election District
TYPE OF EXPENDITURE		AMOUNT		
Salary		12.1		
Benefits		4.9		
Premium Pay				
Other				
Total Personal Services		17.0		
Travel		1.0		
Contractual		2.9		
Commodities		.2		
Equipment		4.5		
Other				
Total Cost		25.6		
FUNDING SOURCE FOR TOTAL COST				
Federal Receipts	1002			
G.F. Match	1003			
General Fund	1004			
I-A Receipts	1007			
CIP Receipts	1061			
Other	C/F Loan 1036			
Justification This position is necessary to process loan requests generated as a result of the passage of this legislation. This position will also handle inquiries, outreach, loan extensions, and other collection activity associated with these loans.				

Request For New Position

AGENCY Commerce and Economic Development
 BRU Investments
 COMPONENT _____

FY 95

Page 1 of 1
 Revised Date: Jan. 24, 1994

Position Title Loan Closer I		No. of Positions 1	Range / Step 10A	Barg. Unit GGU
Time Status Full-Time	Staff Months 4 months	Location Juneau		Election District
TYPE OF EXPENDITURE		AMOUNT		
Salary		8.3		
Benefits		3.9		
Premium Pay				
Other				
Total Personal Services		12.2		
Travel				
Contractual		1.9		
Commodities		.2		
Equipment		4.5		
Other				
Total Cost		18.8		
FUNDING SOURCE FOR TOTAL COST				
Federal Receipts	1002			
G.F. Match	1003			
General Fund	1004			
I-A Receipts	1007			
CIP Receipts	1061			
Other	C/F Loan 1036			
Justification This position is necessary to develop the documentation used to complete loans processed by the loan officers. This position will also obtain signatures, record collateral documents, and disburse loan proceeds.				

Request For New Position

AGENCY Commerce and Economic Development
 BRU Investments
 COMPONENT _____

FY 95

Page 1 of 1
 Revised Date: Jan. 24, 1994

SB

132

SFIN

FILE



Alaska State Legislature
Senate

Office of the Secretary

OFFICIAL BUSINESS

PO BOX V
CAPITOL BUILDING
JUNEAU, ALASKA 99811

FOR YOUR IMMEDIATE ATTENTION

DATE: April 7, 1993

TO SENATE COMMITTEE: FINANCE (SENATOR PEARCE)

FROM: Office of the Senate Secretary

The Chairman of the above-referenced Committee has waived the Committee referral on the following bill(s):

SB 132 Relating to loans for the purchase of individual fishery quota shares

Please give the bill file(s) to the page delivering this message for forwarding to the next Committee of referral.

Thank you for your prompt attention to this request.

JR/s

FISCAL NOTE

STATE OF ALASKA
1994 LEGISLATIVE SESSION

BILL NO. CSSB 132(RES)am

Revision Date: December 14, 1993

Title: Loans for IFQs

Sponsor: Senator Jacko

Requestor: House Resources

Department Affected: Commerce and Economic Development

BRU: Investments

Component: _____

COMPONENT SERIAL NO. 0384

Expenditures/Revenues:

OPERATING EXPENDITURES	FY 95	FY 96	FY 97	FY 98	FY 99	FY 00
PERSONAL SERVICES	46.2	138.8	138.8	138.8	138.8	138.8
TRAVEL	2.0	6.0	6.0	6.0	6.0	6.0
CONTRACTUAL	11.3	33.9	33.9	33.9	33.9	33.9
SUPPLIES	1.5	1.5	1.5	1.5	1.5	1.5
EQUIPMENT	13.5	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	74.5	180.2	180.2	180.2	180.2	180.2

CAPITAL EXPENDITURES	0	0	0	0	0	0
-----------------------------	---	---	---	---	---	---

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

FUND SOURCE

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 C/F LOAN 1036	74.5	180.2	180.2	180.2	180.2	180.2
TOTAL	74.5	180.2	180.2	180.2	180.2	180.2

Estimate of current year (FY 94) cost: \$ 0

POSITIONS

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

ANALYSIS: (Attach a separate page if necessary.)

See attached.

Prepared by: Martin J. Richard
 Division: Investments

Phone: (907) 465-2510

Date: December 14, 1993

Approved by Commissioner: Paul Fuhs
 Agency: Commerce and Economic Development

Date: 12/15/93

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FISCAL NOTE

STATE OF ALASKA
1994 LEGISLATIVE SESSION

BILL NO. CSSB 132(RES)am

ANALYSIS: (continued)

This fiscal note assumes that the IFQ program will go into effect on March 1, 1995 as estimated by the United States Department of Commerce. The operating expenses for FY 95 have been adjusted accordingly.

PERSONAL SERVICES

The passage of CSSB 132(RES)am will require the addition of two Loan Officer I positions and a Loan Closer I position. The loan officers will process loan requests generated as a result of this legislation. They will also handle inquiries, outreach, loan extensions and other collection activity associated with these loans. The loan closer will develop the documentation used to complete loans processed by the loan officers and will obtain signatures, record collateral documents and disburse loan proceeds.

TRAVEL

It is estimated that loan officers will make an average of six outreach trips to rural Alaska each year, at an average cost of \$1.0 per trip. In FY 95 a total of two trips are anticipated.

CONTRACTUAL

The office space rental for three additional employees is estimated at \$8.9 per year. In addition, the Department anticipates spending an additional \$25.0 per year on outside contractors to help in its outreach efforts in rural communities throughout the State.

SUPPLIES

The Department estimates \$1.5 per year to cover costs of miscellaneous office supplies and printing of application packages and brochures.

EQUIPMENT

The Department estimates a one-time cost of \$13.5 to cover the costs of office furniture and computer equipment for three new employees.

Position Title Loan Officer I		No. of Positions 1	Range / Step 16A	Barg. Unit GGU
Time Status Full-Time	Staff Months 4 months	Location Anchorage		Election District
TYPE OF EXPENDITURE		AMOUNT		
Salary		12.1		
Benefits		4.9		
Premium Pay				
Other				
Total Personal Services		17.0		
Travel		1.0		
Contractual		4.1		
Commodities		.2		
Equipment		4.5		
Other				
Total Cost		26.8		
FUNDING SOURCE FOR TOTAL COST				
Federal Receipts	1002			
G.F. Match	1003			
General Fund	1004			
I-A Receipts	1007			
CIP Receipts	1061			
Other	C/F Loan 1036			
Justification This position is necessary to process loan requests generated as a result of the passage of this legislation. This position will also handle inquiries, outreach, loan extensions, and other collection activity associated with these loans.				

Request For New Position

AGENCY Commerce and Economic Development
 BRU Investments
 COMPONENT _____

FY 95

Page 1 of 1
 Revised Date: Dec. 14, 1993

Position Title Loan Officer I		No. of Positions 1	Range / Step 16A	Barg. Unit GGU
Time Status Full-Time	Staff Months 4 months	Location Juneau		Election District
TYPE OF EXPENDITURE		AMOUNT		
Salary		12.1		
Benefits		4.9		
Premium Pay				
Other				
Total Personal Services		17.0		
Travel		1.0		
Contractual		2.9		
Commodities		.2		
Equipment		4.5		
Other				
Total Cost		25.6		
FUNDING SOURCE FOR TOTAL COST				
Federal Receipts 1002				
G.F. Match 1003				
General Fund 1004				
I-A Receipts 1007				
CIP Receipts 1061				
Other C/F Loan 1036				
Justification This position is necessary to process loan requests generated as a result of the passage of this legislation. This position will also handle inquiries, outreach, loan extensions, and other collection activity associated with these loans.				

Request For New Position

AGENCY Commerce and Economic Development
 BRU Investments
 COMPONENT _____

FY 95

Position Title Loan Closer I		No. of Positions 1	Range / Step 10A	Barg. Unit GGU
Time Status Full-Time	Staff Months 4 months	Location Juneau		Election District
TYPE OF EXPENDITURE		AMOUNT		
Salary		8.3		
Benefits		3.9		
Premium Pay				
Other				
Total Personal Services		12.2		
Travel				
Contractual		1.9		
Commodities		.2		
Equipment		4.5		
Other				
Total Cost		18.8		
FUNDING SOURCE FOR TOTAL COST				
Federal Receipts	1002			
C/F Match	1003			
General Fund	1004			
I-A Receipts	1007			
CIP Receipts	1061			
Other	C/F Loan 1036			
Justification This position is necessary to develop the documentation used to complete loans processed by the loan officers. This position will also obtain signatures, record collateral documents, and disburse loan proceeds.				

**Request For
New Position**

AGENCY Commerce and Economic Development

BRU Investments

COMPONENT _____

FY 95

Page 1 of 1
Revised Date: Dec. 14, 1993

FISCAL NOTE

No. 1

STATE OF ALASKA
1993 LEGISLATIVE SESSION

Bill Version: SB 132
(S) Publish Date: 3-19-93

Revision Date: March 18, 1993
Title: Loans for IFQs
Sponsor: Senator Jacko
Requestor: Senate Resources

Department Affected: Commerce and Economic Development
BRU: Investments
Component: _____
COMPONENT SERIAL NO. 0384

EXPENDITURES/REVENUES:

OPERATING	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99
PERSONAL SERVICES	48.2	144.5	144.5	144.5	144.5	144.5
TRAVEL	2.0	6.0	6.0	6.0	6.0	6.0
CONTRACTUAL	11.3	33.9	33.9	33.9	33.9	33.9
SUPPLIES	1.5	1.5	1.5	1.5	1.5	1.5
EQUIPMENT	13.5	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	76.5	185.9	185.9	185.9	185.9	185.9

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 C/F LOAN 1036	76.5	185.9	185.9	185.9	185.9	185.9
TOTAL	76.5	185.9	185.9	185.9	185.9	185.9

POSITIONS:

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

Estimate of current year (FY 93) impact: 0

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

Changes in CSSB 132 (RES) reflect NO FISCAL CHANGE from the original fiscal note. This fiscal note is appropriate.
3-19-93 ASB

Prepared by: Martin J. Richard Phone: 465-2510
Division: Investments Date: _____

Approved by Commissioner: Paul Fuhs
Agency: Commerce and Economic Development Date: _____

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FISCAL NOTE

STATE OF ALASKA
1993 LEGISLATIVE SESSION

BILL NO. SB 132

ANALYSIS: (continued)

This fiscal note assumes that the IFQ program will go into effect on March 1, 1994 as estimated by the United States Department of Commerce. The operating expenses for FY 94 have been adjusted accordingly.

PERSONAL SERVICES

The passage of SB 132 will require the addition of two Loan Examiner, II positions and a Loan Closer I position. The loan examiners will process loan requests generated as a result of this legislation. They will also handle inquiries, outreach, loan extensions and other collection activity associated with these loans. The loan closer will develop the documentation used to complete loans processed by the loan examiners and will obtain signatures, record collateral documents and disburse loan proceeds.

TRAVEL

It is estimated that loan examiners will make an average of six outreach trips to rural Alaska each year, at an average cost of \$1.0 per trip. In FY 94 a total of two trips are anticipated.

CONTRACTUAL

The office space rental for three additional employees is estimated at \$8.9 per year. In addition, the Department anticipates spending an additional \$25.0 per year on outside contractors to help in its outreach efforts in rural communities throughout the State.

SUPPLIES

The Department estimates \$1.5 per year to cover costs of miscellaneous office supplies and printing of application packages and brochures.

EQUIPMENT

The Department estimates a one-time cost of \$13.5 to cover the costs of office furniture and computer equipment for three new employees.

SENATE COMMITTEE REPORT

(FIRST COMMITTEE OF REFERRAL)

Frank

DATE: 2/24/93

FURTHER: FINANCE

Date of 5-Day Notice: 3/11/93
(in accordance with Uniform Rule 23)

DATE TURNED INTO OFFICE: 3/19/93

RESOURCES Committee considered SB 132

"An Act relating to loans for the purchase of individual fishery quota shares."

and recommends: and a majority of the committee recommends it be replaced with

replace with CS SB 132 (Res)

attaches amendment(s) and do pass

adopts _____ Letter of Intent

further referral to the _____

do pass

do not pass

no recommendation

individual recommendations

- same title
- new title
- technical title change (HB only)

FN

FISCAL NOTE INFORMATION

SB/CS

Department	Date	Zero	Fiscal
DCED	3.18.93		76.5

Department	Date	Zero	Fiscal

Appropriation No Fiscal Note

Governor's Bill with Previous Fiscal Notes (enter information above)

DO PASS:

Frank
John A. Lema
Mike Hill
Do Pass

OTHER RECOMMENDATIONS:

~~_____~~

Chair: Signature and Recommendation

SENATE COMMITTEE REPORT

(FIRST COMMITTEE OF REFERRAL)

Frank

DATE: 2/24/93

FURTHER: FINANCE

Date of 5-Day Review: 3/11/93
(in accordance with Uniform Rule 23)

DATE TURNED INTO OFFICE: 3/19/93

RESOURCES Committee considered SB 132

"An Act relating to loans for the purchase of individual fishery quota shares."

and recommends:
 and a majority of the committee recommends it be replaced with

replace with CS SB 132 (Res)

attaches amendment(s) and do pass

adopts _____ Letter of Intent

further referral to the _____

- same title
- new title
- technical title change (HB only)

- do pass
- do not pass
- no recommendation
- individual recommendations

FN

FISCAL NOTE INFORMATION

SB/CS

Department	Date	Zero	Fiscal
<i>DCED</i>	<i>3-18-93</i>		<i>76.5</i>

Department	Date	Zero	Fiscal

Appropriation No Fiscal Note Governor's Bill with Previous Fiscal Notes (enter information above)

DO PASS:

Frank *French*

James A. Leman, Leman

Mike Mill

Mike Mill *Do Pass*

OTHER RECOMMENDATIONS:

~~_____~~

Ed Adams - NO Rec

Chair: Signature and Recommendation

SB

133

SFIN

FILE

SENATE FINANCE COMMITTEE REPORT

DATE: 3/9/93

FURTHER:

DATE TURNED INTO OFFICE: _____

The Finance Committee considered **SENATE BILL NO. 133**

"An Act relating to the revocation of a person's driver's license, privilege to drive, or privilege to obtain a license; and providing for an effective date."

Died in SFC 1994

and recommends:

- replace with _____ CS _____ (FINANCE)
- or adopt previous _____ CS _____ (_____)
- attaches amendment(s)

- same title
- new title
- technical title change (HB only)

adopts _____ Letter of Intent

further referral to the _____

do pass

do not pass

no recommendation

individual recommendations

NEW FISCAL NOTES

Department	Date	Zero	Fiscal

PREVIOUS FISCAL NOTES

Department	Date	Zero	Fiscal

Appropriation No Fiscal Note

DO PASS:

1. _____
 Co-Chair: Signature/Recommendation

OTHER RECOMMENDATIONS:

2. _____
 Co-Chair: Signature/Recommendation

SENATE COMMITTEE REPORT
FIRST COMMITTEE OF REFERRAL

Frank

DATE: 2/24/93

FURTHER: FINANCE

Date of 5-Day Notice: 3-5-93
(in accordance with Uniform Rule 23)

DATE TURNED INTO OFFICE: 3-8-93

JUDICIARY Committee considered SB 133

"~~An Act~~ relating to the revocation of a person's driver's license, privilege to drive, or privilege to obtain a license; and providing for an effective date."

and recommends:

and report it back as follows

replace with _____ CS _____

- same title
- new title
- technical title change (HB only)

attaches amendment(s)

adopts _____ Letter of Intent

further referral to the _____

do pass

do not pass

no recommendation

individual recommendations

FN

FISCAL NOTE INFORMATION

Department	Date	Zero	Fiscal
DEPT. TRANSPORTATION	3/10/93		(9 615 346)

Department	Date	Zero	Fiscal

Appropriation No Fiscal Note

Governor's Bill with Previous Fiscal Notes (enter information above)

DO PASS:

OTHER RECOMMENDATIONS:

1) Rick Holford
~~_____~~
~~_____~~

2) No Rec Suzanne Httoc
2) James Tack ^{Jax} no REC
2) _____ no REC

1) Adrian T. Taylor DO Pass
Chair: Signature and Recommendation

ALASKA STATE LEGISLATURE
SENATE BILL NO. 133

HISTORY IN THE SENATE

1993

Read first time and referred to:

JUD, FIN

2/24

3/9

Jud RPT() CS 2 DP 3 NR ___ DNP ___ AM
 ___ New Title ___ Same Title ___ Previous FN
 X FN ___ OFN To 3/9

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

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

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

Read second time

___ CS Adopted () ___ New Title
 ___ Amended ___ Advanced

Read third time

___ Letter of Intent adopted
 ___ Return to second for specific amendment

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

Reconsideration
 Reconsideration not taken up

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

Reported correctly engrossed
 Signed by President, to House

Secretary of the Senate

HISTORY IN THE HOUSE

19

Read first time and referred to:

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

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

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

Read second time
 CS() Adopted

Amended

Advanced

Read third time

Return to second for specific amendment

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

___ Intent adopted

Reconsideration
 Reconsideration not taken up

PASSED ON RECON.	EFD Same ___ or
Yeas	Yeas
Nays	Nays
Excused	Excused
Absent	Absent

___ Intent adopted

Reported correctly engrossed, signed by the Speaker
 and returned to the Senate

Chief Clerk of the House

SENATE-HOUSE HISTORY Continued

19	<p>Received from the House Version: _____</p> <p>Concur in House amendment Y ___ N ___ E ___ A ___ _____ Efd name or Y ___ N ___ E ___ A ___</p> <p>Failed to concur in House amendment, ask House recede Y ___ N ___ E ___ A ___</p> <p>House failed to / receded from amendment Y ___ N ___ E ___ A ___</p> <p>CC appointed by Senate _____ Chair _____</p> <p>CC appointed by House _____ Chair _____</p> <p>(S) Granted Limited Powers of Free Conference</p> <p>(H) Granted Limited Powers of Free Conference</p>
-----------	--

19	<p>(S) Adopted CC Rpt _____ Y ___ N ___ E ___ A ___ _____ Efd name or Y ___ N ___ E ___ A ___</p> <p>(H) Adopted CC Rpt _____ Y ___ N ___ E ___ A ___ _____ Efd name or Y ___ N ___ E ___ A ___</p> <p>To enrolling Received from enrolling Sent to Governor</p> <p>_____ By Governor</p> <p>Chapter Number _____</p> <p>Filed with Lieutenant Governor</p>
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Alaska State Legislature

Senate

Office of the Secretary

OFFICIAL BUSINESS

P.O. BOX V
CAPITOL BUILDING
JUNEAU, ALASKA 99811

FOR YOUR IMMEDIATE ATTENTION

DATE: 3/10/93

TO SENATE
COMMITTEE: Finance (Kathup)

FROM: Office of the Senate Secretary

The attached fiscal note(s) relate to the following bill(s) pending in your Committee.

Please place the fiscal note inside the front cover of the blue or yellow committee folder.

SB 133

Revocation of a person's driver license

Thank you.

SIGNATURE OF PERSON RECEIVING THIS NOTE

JR/s



Alaska State Legislature

Senate

Office of the Secretary

OFFICIAL BUSINESS

P.O. BOX V
CAPITOL BUILDING
JUNEAU, ALASKA 99811

FOR YOUR IMMEDIATE ATTENTION

DATE: 3-9-93

TO SENATE
COMMITTEE:

Finance Comte - Kathy Halmquist

FROM: Office of the Senate Secretary

The attached fiscal note(s) relate to the following bill(s) pending in your Committee.

Please place the fiscal note inside the front cover of the blue or yellow committee folder.

SB 133 - revocation of driver's license

SCR 2 - suspension of driver's license
for drug offenses.

Thank you.

SIGNATURE OF PERSON RECEIVING THIS NOTE

JR/s



*Department of Transportation
and Public Facilities*

POSITION PAPER

BILL NO: SB 133

APPROVED:

W. R. Conker

TITLE: Revocation of Driver's License

DATE: March 1, 1993

This bill fulfills an urgent federal mandate, that, if ignored, will result in the loss of millions of dollars in federal highway funding. It is based on Public Law 101-516, Nov. 5, 1990, which directs each state to enact a law which requires the revocation of driving privileges of those persons convicted of any type of drug offense, or alternatively, the state must indicate formal opposition to such a law in a manner defined below.

In responding to this federal mandate (some would say blackmail) the state has three options. First, on or before April 1, 1993 the state may enact legislation requiring the revocation of a person's driving privileges upon conviction for a drug offense. Enactment must be accompanied by enforcement, provided there have been circumstances calling for the law's penalties to be imposed. That is the intent of this bill.

Alternatively, on or before April 1, 1993, if the Governor and both houses of the Legislature indicate by certification and resolutions respectively, that they are opposed to the enactment or enforcement of such a law, then the fiscal sanctions will not be imposed on the state. Several other states have selected this option, in most instances as a symbolic act against federal intrusion into states' sovereignty.

Finally, in the absence of the state taking positive, timely action to either enact and enforce the mandatory license revocation law, or indicating formal opposition, a 5% withholding of highway federal-aid funds will begin in Federal Fiscal Year 1994. The penalty would remain the same in FFY '95. Further, funds withheld in these two years would be returned to the state if prior to September 30, 1995 the state achieves compliance with the federal act.

In subsequent federal fiscal years, the penalty rises to 10% and there is no further restoration provision for withheld funding. The approximate magnitude of these penalties is significant, and would be on the order of \$9.6 million in FFYs '95 & '96, and \$19.2 million thereafter. I would therefore urge favorable action on either approach to comply with Public Law 101-516.

For Further Information contact Katy McHugh at 465-3900.

FISCAL NOTE

No. 4

**STATE OF ALASKA
1993 LEGISLATIVE SESSION**

Bill Version: SB 133

(S) Publish Date: 3-10-93

Revision Date: _____ Dept. Affected: Public Safety
 Title: "An Act relating to the revocation of a BRU: Motor Vehicles
person's drivers license. Component: Driver Services
 Sponsor: Senate Transportation
 Requestor: Senate Judiciary COMPONENT SERIAL NO. 500

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

OPERATING	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99
PERSONAL SERVICES	44.3	44.3	44.3	44.3	44.3	44.3
TRAVEL	0	0	0	0	0	0
CONTRACTUAL	1.4	1.4	1.4	1.4	1.4	1.4
SUPPLIES	.5	.5	.5	.5	.5	.5
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	46.2	46.2	46.2	46.2	46.2	46.2
CAPITAL	0	0	0	0	0	0
REVENUE FUND SOURCE: 1005	54.0	54.0	54.0	54.0	54.0	54.0

FUNDING: (Thousands of Dollars)

1002 Federal Receipts	0	0	0	0	0	0
1003 GF Match	0	0	0	0	0	0
1004 GF	46.2	46.2	46.2	46.2	46.2	46.2
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	46.2	46.2	46.2	46.2	46.2	46.2

POSITIONS:

FULL-TIME	1	1	1	1	1	1
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

Estimate of current year (FY 93) impact: \$ 19.8

ANALYSIS: (Attach a separate page if necessary.)

See attached.

Prep
3/9/93

Prepared By: Juanita Hensley Phone: 465-4361
 Division: Motor Vehicles Date: 3/9/93
 Approved by Commissioner: *Richard J. Burton* Date: 3/9/93
 Agency: Richard J. Burton, Dept. of Public Safety

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This bill, mandated by federal law, will require the Division of Motor Vehicles to revoke the driver's license of persons who have been convicted of controlled substance offenses in Alaska or in the Federal Court system.

The Department of Law reports that approximately 500 persons a year are convicted of misdemeanor or felony drug offenses each year in Alaska. The federal law requires that notice of a conviction must be sent to the offender's home state, and the home state must take the action to revoke the driver's license. The federal courts were not able to report the number of Alaska residents who are convicted of drug offenses nationwide; the Division of Motor Vehicles estimates an additional 100 convictions from the federal courts.

In order to handle these 600 additional license revocations a year, one full-time Document Processor III will be required. The duties of this position are detailed in the attached request for a new position. The cost for personal services for a Document Processor III is 38.4; the additional 5.9 is for overtime expenses associated with reinstatement of revoked driver's licenses. The overtime pay is requested in lieu of a Motor Vehicle Representative III position, as the workload required to reinstate the offenders' driver's licenses will be borne by all of the Motor Vehicle Field offices throughout the state.

To revoke 600 additional driver's licenses a year takes over 30 processing steps per revoked license. Each processing step varies in the time it takes to complete the transaction. Complete accuracy is essential as an error of entry onto a record could result in civil liability to the State. It takes approximately 20 minutes per applicant to reinstate a revoked driver's license; the person must make a new application for the driver's license, take all of the required tests, pay the reinstatement fee and submit proof of SR-22 (Certificate of Insurance), thus totalling approximately 200 hours of additional workload for the Motor Vehicle Field office personnel.

Under existing law, each person whose license has been revoked or suspended must pay a \$100 fee when applying for reinstatement of his or her driver's license. Assuming that 90 percent of the individuals who are eligible for reinstatement will comply with the reinstatement requirements, approximately 54.0 will be generated annually as program receipts.

DETAIL

		<u>FY 93</u>	<u>FY 94</u>
100	PERSONAL SERVICES	11.1	44.3
	One Document Processor III	9.6	38.4
	Overtime for MVR III Field Office	1.5	5.9
200	CONTRACTUAL	.4	1.4
	Postage and tolls		
400	SUPPLIES	.1	.5
	Routine Office Supplies		
500	EQUIPMENT	8.2	
	1 Employee Work Station		
	TOTAL	19.8	46.2

Position Title Document Processor III		Number of Positions 1	Range/Step 108	Bargaining Unit GGU
Time Status PFT	Staff Months 12	Location Juneau	Election District	
Type of Expenditure		Justification		
1	2	3	This position would handle the necessary paperwork and computer entry onto the person's driving record. Among other duties, this person will send out notice of license revocation, prepare files, prepare certified copies of driving records, file, close files out, sanitize for microfilm, microfilm, enter license revocation, change status, change record to reflect new court action, send judgement to home state of an out-of-state resident, and process court judgements for driving while license revoked.	
Salary*	25.8			
Benefits*	12.6			
Premium Pay (Included in Above)				
Other				
Total Personal Services		38.4		
Travel				
Contractual		1.4		
Commodities		.5		
Equipment				
Other - Overtime 200 hrs.		5.9		
Total Cost		46.2		
Funding Source For Total Cost				
Federal Receipts	1002			
G.F. Match	1003			
General Fund	1004	46.2		
Program Receipts/GF	1005			
I-A Receipts	1007			
CIP Receipts	1061			
Other				
* Personal Services Salary and Benefits Costs are from PACS calculations.				

REQUEST FOR
NEW POSITION

AGENCY Department of Public Safety
 BRU Division of Motor Vehicles
 COMPONENT Driver Services

FY 94

Page 4 of 4
 Revised Date

FISCAL NOTE

No. 3

STATE OF ALASKA
1993 LEGISLATIVE SESSION

Bill Version: SB 133
(S) Publish Date: 3-10-93

Revision Date: _____
Title: "An Act relating to the revocation of a person driver's license, privilege to drive . . ."
Sponsor: Senate Transportation Committee
Requestor: _____

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						
---------	--	--	--	--	--	--

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

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 Usera
Agency: Administration

Date: 3/9/93

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FISCAL NOTE

**STATE OF ALASKA
1993 LEGISLATIVE SESSION**

BILL NO. SB 133

ANALYSIS: (continued)

This legislative proposal, if enacted into the criminal code, will create a new pool of potential "Driving with License Suspended" cases. This will occur because all individuals who are convicted of a drug offense in either State or federal court will have their privilege to drive an automobile revoked, in most cases for at least six months. See Section 1 of this bill.

Because driving has become a necessity of life experience has shown that people whose licenses are revoked continue to drive. A percentage of those people are the subjects of traffic stops or otherwise apprehended by the police and ultimately charged with Driving with License Suspended. Each of those individuals is entitled to have an attorney assist him/her in that the offense is a misdemeanor and carries a potential jail sentence and fine.

Department of Law representatives have not yet assessed the fiscal impact of this bill on state prosecutions. It is for that reason that an indeterminate fiscal note is attached hereto.

FISCAL NOTE

No. 2

Bill Version: SB 133

(S) Publish Date: 3-10-93

STATE OF ALASKA
1993 LEGISLATIVE SESSION

Revision Date: _____ Dept. Affected: Administration
 Title: "An Act relating to the revocation of a person's driver's license . . ." BRU: Office of Public Advocacy
 Component: Office of Public Advocacy
 Sponsor: Senate Transportation Committee
 Requestor: Senate Judiciary COMPONENT SERIAL NO. 43

Expenditures/Revenues: (Thousands of Dollars)

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
----------------------	---	---	---	---	---	---

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 Phone: 274-1684
 Division: Office of Public Advocacy Date: _____

Approved by Commissioner: Nancy Bear Usura Date: 3/9/93
 Agency: Department of Administration

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FISCAL NOTE

Revision Date: 03/03/93
Title: Revocation of Driver's License

Department Affected: DOT&PF
BRU:

Sponsor: Transportation
Requestor:

Component:
Component Serial Number:

EXPENDITURES/REVENUES: (Thousands of Dollars)

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

CAPITAL	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 **	-9,615,346	-9,615,346	-9,615,346	-19,230,692	-19,230,692	-19,230,692
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 FUNDING:	-9,615,346	-9,615,346	-9,615,346	-19,230,692	-19,230,692	-19,230,692

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: \$0

ANALYSIS: (Attach a separate page if necessary)

** Failure to pass this legislation will result in the loss of federal ISTEA funds.

Prepared by: Katy McHugh

Phone: 465-3902

Division: Office of the Commissioner

Date: March 3, 1993

Approved by Commissioner: 

Phone: 465-3901

Frank G. Tardiff

Agency: Department of Transportation and Public Facilities

Date: March 3, 1993

FISCAL NOTE

Revision Date:
Title: Revocation of Driver's License

Department Affected: DOT&PF
BRU:

Sponsor: Transportation
Requestor:

Component:
Component Serial Number:

EXPENDITURES/REVENUES: (Thousands of Dollars)

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

CAPITAL	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	-9,615,346	-9,615,346	-19,230,692	-19,230,692	-19,230,692
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 FUNDING:	0	-9,615,346	-9,615,346	-19,230,692	-19,230,692	-19,230,692

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)

** Failure to pass this legislation will result in the loss of federal ISTEAs funds.

Prepared by: Katy McHugh

Phone: 465-3902

Division: Office of the Commissioner

Date: March 1, 1993

Approved by Commissioner: 

Phone: 465-3901

Agency: Department of Transportation and Public Facilities

Date: March 1, 1993

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FILE

HOUSE COMMITTEE REPORT

(11)
Date Referred: March 21, 1994

FURTHER REFERRALS:

Date of Committee Action: 5/5/94

The FINANCE Committee considered: CSSB 135(FIN)

CS FOR SENATE BILL NO. 135(FIN) 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: [] the same title
 be replaced with _____ [] 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. Tom</i> Larson	X				
<i>Terry Martin</i> Martin	V	<i>Mark Hanley</i> Hanley			
<i>Richard J. Foster</i> Foster	X	<i>Sean Farnell</i> Farnell		X	
		<i>Ben Gussendorf</i> Gussendorf		X	
		<i>Tom Hoffmann</i> Hoffmann			✓
		<i>Mike Navarre</i> Navarre			✓
		<i>Jay Brown</i> Brown			✓

Ronald J. Tom

 CHAIRMAN'S SIGNATURE

FISCAL NOTE

Revision Date:
Title: AK Railroad Extension Study

Department Affected: DOT&PF
BRU:

Sponsor: Miller
Requestor:

Component:
Component Serial Number:

EXPENDITURES/REVENUES: (Thousands of Dollars)

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

CAPITAL	10.0	0	0	0	0	0
---------	------	---	---	---	---	---

REVENUE FUND SOURCE	0	0	0	0	0	0
---------------------	---	---	---	---	---	---

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 (FY93) impact: \$0

ANALYSIS: (Attach a separate page if necessary)

Prepared by: Norm Piispanen

Phone: 451-2710

Division: Northern Region Planning

Date: March 4, 1993

Approved by Commissioner: 
Frank G. Turpin

Phone: 465-3900

Agency: Department of Transportation and Public Facilities

Date: March 4, 1993

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FISCAL NOTE

Revision Date:
Title: AK Railroad Extension Study

Department Affected: DOT&PF
BRU:

Sponsor: Miller
Requestor:

Component:
Component Serial Number:

EXPENDITURES/REVENUES: (Thousands of Dollars)

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

CAPITAL	10.0	0	0	0	0	0
---------	------	---	---	---	---	---

REVENUE FUND SOURCE	0	0	0	0	0	0
---------------------	---	---	---	---	---	---

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 (FY93) impact: \$0

ANALYSIS: (Attach a separate page if necessary)

Prepared by: Norm Piispanen

Phone: 451-2210

Division: Northern Region Planning

Date: March 4, 1993

Approved by Commissioner: 
Frank C. Turpin

Phone: 465-3900

Agency: Department of Transportation and Public Facilities

Date: March 4, 1993

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99801-1182
(907) 465-4976

SPONSOR STATEMENT SENATE BILL 135

"Approp: Railroad Extension Study - Eielson to Canadian Border"

Senate Bill 135 would appropriate \$10,000 to the Department of Transportation & Public Facilities to estimate the cost of acquiring private land for a railroad right-of-way from Eielson Air Force Base to the Canadian border.

In 1977 the Legislature directed the department to select a proposed utility corridor and identify a right-of-way for extension of the railroad. A report of that work, the Alaska Railroad Extension Route Selection was done in 1979. A follow up 1982 report includes an update of the route description and an environmental assessment of the route.

The legislation before you would provide adequate funding for an update of the title work that was done in 1979 from which a new acquisition estimate can be derived. A current estimate is necessary due to recent completion of land selections and conveyances from BLM and DNR to private parties.

The cost of the original 1982 title work was \$66,700 and the right-of-way acquisition estimate at that time was \$3.175 million.

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 mothballed 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.

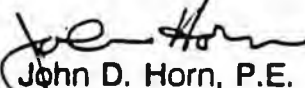
Red Swanson

-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

WESTERN ARCTIC COAL Alaska Miner

MARCH, 1993

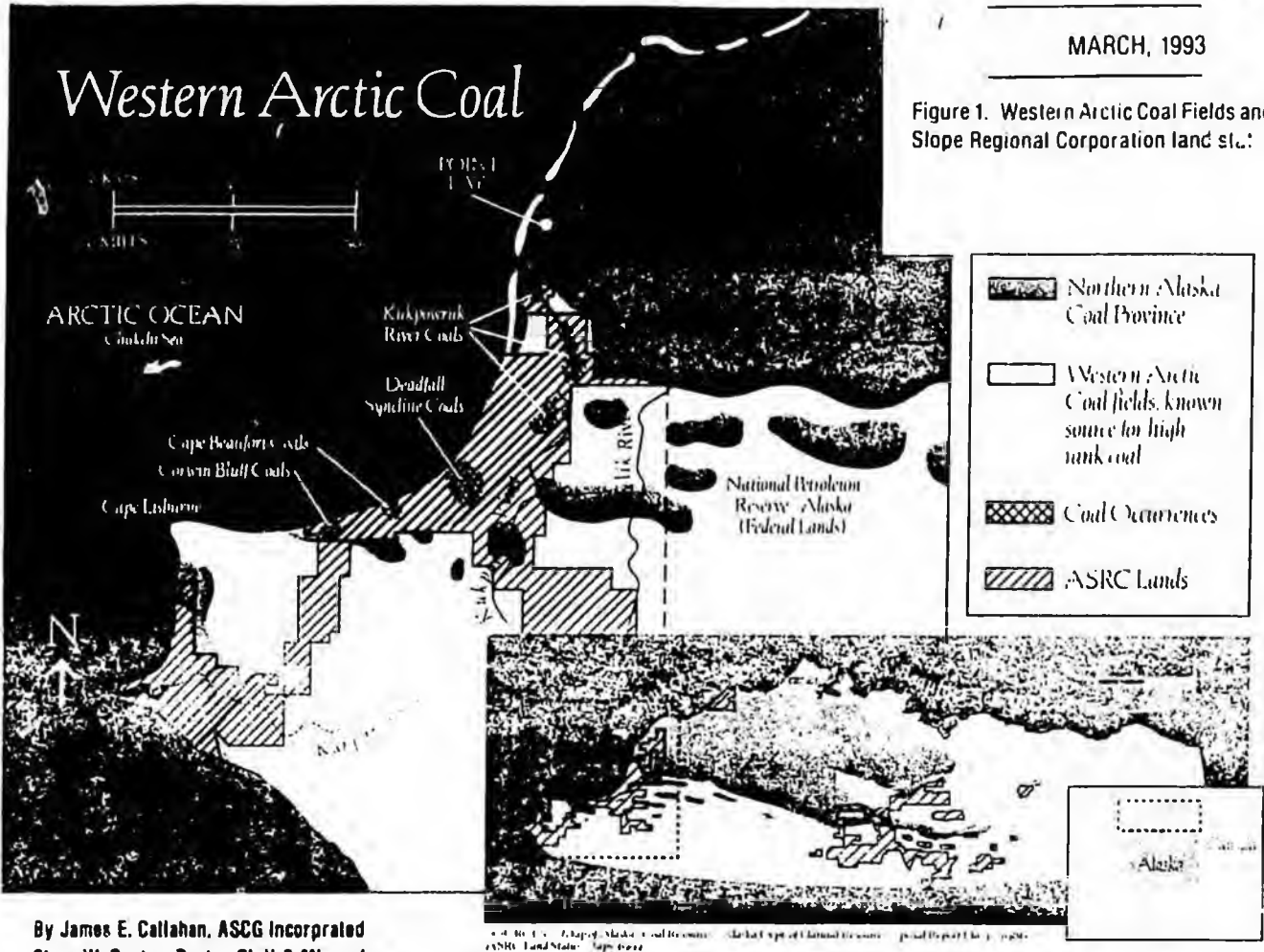


Figure 1. Western Arctic Coal Fields and Arctic Slope Regional Corporation land status.

By James E. Callahan, ASGC Incorporated
 Steve W. 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 (NPPRA), near surface coals exhibit a steadily decreasing trend in heating values northward from the foothills toward the shoreline.

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

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

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

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


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

Although the site is remote, the nearest national parks lands are approximately 50 miles away and national interest land impacts should not be an issue during development of this resource. The Deadfall Syncline is located in the foothills and impacts to coastal plains wetlands will be limited to those associated with the transportation system. Development of the western Arctic coal field can be accomplished in a fashion that will result in a very low level of adverse impact to the local environment. An Alaska Surface Coal Mining Permit has recently been issued for a small demonstration mine on the north limb of the syncline for extraction of 30,000 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.

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

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

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

COAL QUALITY

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

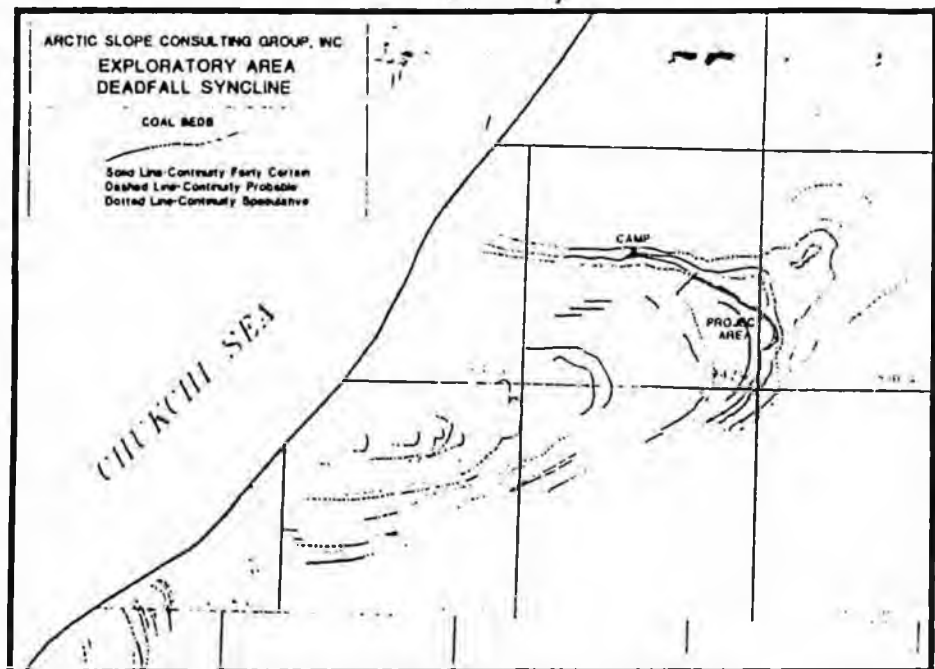


Figure 2 Exploration Area, Deadfall Syncline, Western Arctic Coal Project.



Figure 3. Winter drilling operations at Deadfall Syncline

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

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

The K3 seam at Deadfall Syncline appears exceptionally clean, with a full-seam as-received weighted average ash content of about 6%. If a four foot, relatively high ash zone (14%) found at the top of the K3 seam, is excluded the remaining 13-14 feet averages less than 4%. Percent sulfur of the K3 coal seam ranges from 14% to 39% averaging .23% (figure 5). Analysis of samples from typical boreholes at Deadfall Syncline shows that the coal is an excellent steam coal and is suitable as a blending coal in the formation of coke. Sulfur dioxide emissions are less than a quarter (1/4) of the U.S. Environmental Protection Agency's standard of 12 pounds per million BTU's.

COAL QUALITY SEAMS K1, K3 AND K4*

	K1	K3	K4
Moisture	1.72	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 RECONNAISSANCE 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

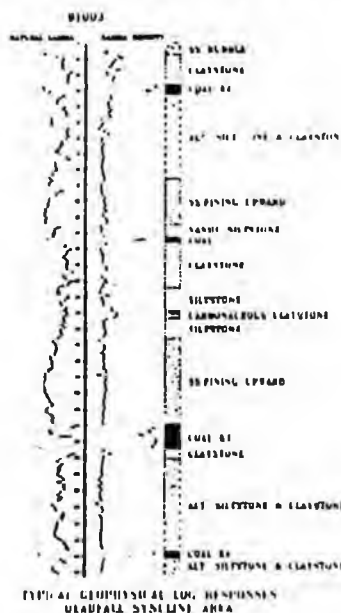


Figure 4. Typical geophysical log responses of coal seam within the Deadfall Syncline.

**ALASKA RAILROAD
EXTENSION**

**ROUTE SELECTION
PROJECT X20089**



STATE OF ALASKA
DEPT. OF TRANSPORTATION
& PUBLIC FACILITIES
JULY 1979

**APRIL 1982
UPDATE**

ALASKA RAILROAD EXTENSION

ROUTE SELECTION

PROJECT X20039
& R51033

EIELSON TO CANADIAN BORDER

STATE OF ALASKA

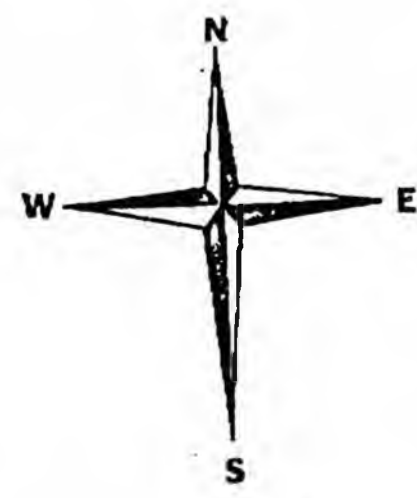
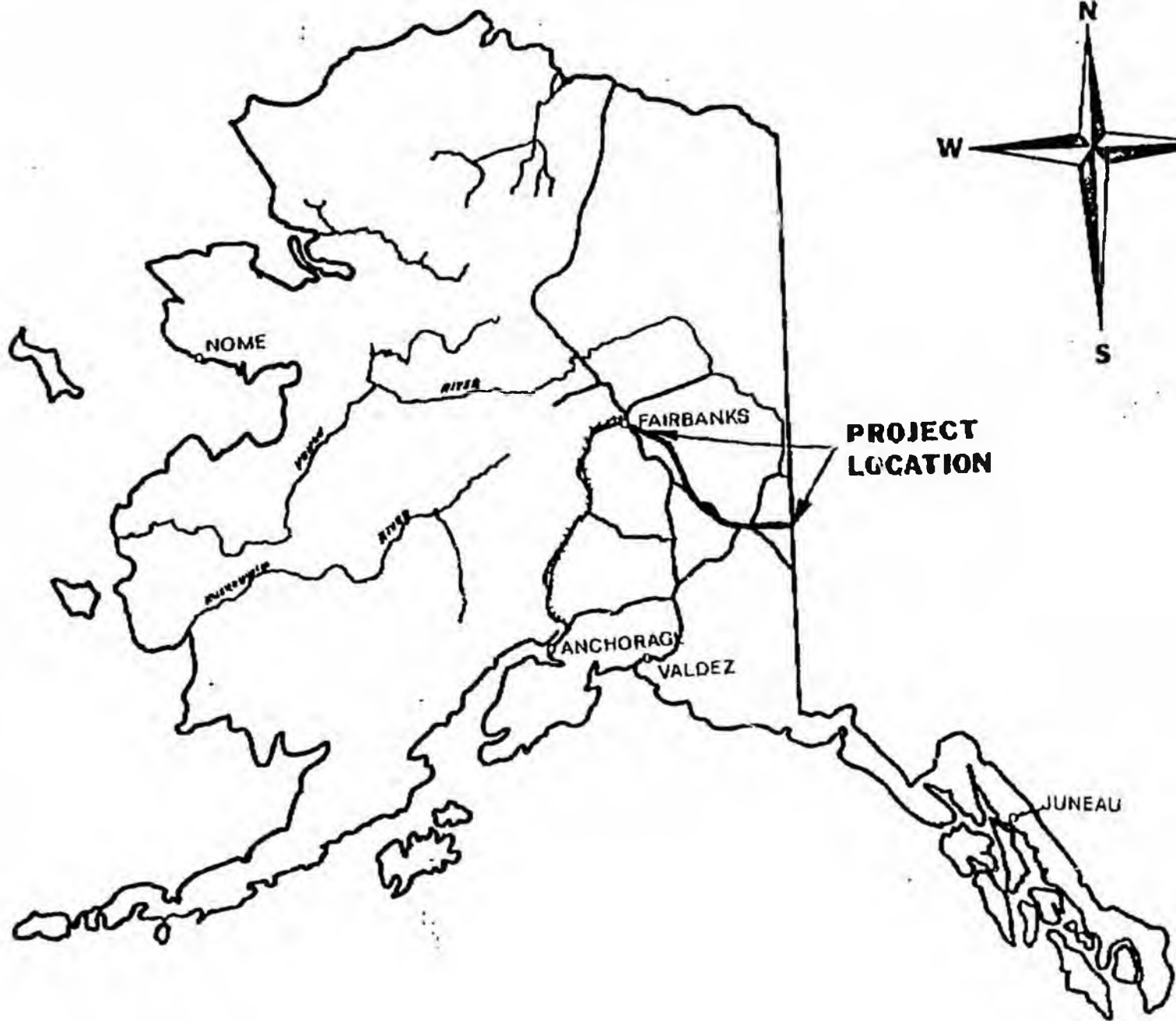
DEPARTMENT OF TRANSPORTATION

& PUBLIC FACILITIES

INTERIOR REGION



APRIL 1982



U.S. GEOLOGICAL SURVEY
1974
GPO : 1974 : 401-7313
JOINT PLAN
4-00-74

INTRODUCTION

In the spring of 1977 the first session of the tenth Alaska Legislature passed House Bill 47 dealing with a proposed extension of the Alaska Railroad to the Canadian Border. House Bill 47 directed the Interior Region of the Alaska Department of Transportation and Public Facilities to delineate a proposed utility corridor for extension of the railroad and to identify a proposed railroad right of way.

Over the following two years the Interior Region Department of Transportation and Public Facilities worked on the problem of selecting a route for the proposed rail extension. The basic alternatives under consideration were presented in a Preliminary Route Study in April 1978. The final route selected was presented in a report dated July, 1979. The latter report, Alaska Railroad Extension Route Selection, has been widely distributed. Some segments of right of way along the recommended line have already been reserved through State land disposal areas.

A July, 1981 amendment of House Bill 47 requires the Department to prepare an Environmental Assessment of the recommended railroad route and to move to acquire the necessary right of way. A copy of House Bill 47 as amended is included in the appendix of this report. The amended legislation also includes an April 2, 1982 deadline for a "complete legal description" of the proposed railroad right of way.

A legal description of the route had already been done at the time of the 1979 report. However, since that time, there have been numerous adjustments to the route location. The purpose of this report is to update the route description in conformance with the legislation and to discuss the environmental work and right of way acquisition which will be continuing for many months.

The precise location of the proposed railroad route is presently described in terms of Alaska State Coordinates derived from photogrammetric mapping. The mapping is based on a field survey performed in 1978. The updated coordinate data is not included in this report but is on file at the Interior Regional Department of Transportation and Public Facilities and with the Department of Natural Resources, Division of Lands. The route has been plotted on USGS quadrangle maps at a scale of 1 inch = 1 mile. A set of these maps is included in the back of this report.

The basic route corridor has not been changed since 1979; however, adjustments to the original alignment have been made to reduce impacts on private property, to conform to proposed State land disposals, to accommodate the proposed natural gas pipeline and to place the route on more favorable foundations.

In 1978 and 1979, photogrammetric mapping of the proposed railroad route was produced. The mapping covers a 500 ft. wide strip at a scale of 1 inch = 100 ft. Some of the recent alignment changes have shifted the recommended centerline out of the mapped area. Additional mapping to cover these line changes would have to be acquired before design work is done but this additional mapping will not be necessary to complete the work required by the amended House Bill 47.

The route recommended in the 1979 report had a gap of about 35 miles in the Cathedral Bluffs to Tok area that was not precisely defined because of problems with the control survey across Tanacross lands. The control work has since been completed and the area has been mapped and the route defined to the same accuracy as the rest of the project.

Work on the Environmental Assessment of the proposed corridor is under way and is expected to be completed some time in 1982. The Environmental work will include coordination with appropriate agencies as well as an opportunity for public input.

CRITERIA FOR ROUTE SELECTION

The location of the railroad was the key to defining the utility corridor required by House Bill 47 since the grade and alignment constraints on a railroad are much more restrictive than for any other transportation mode or utility installation. For this reason, the Department concentrated work on the selection of a railroad location. In effect, a utility corridor has been placed around the best available railroad alignment, rather than trying to place a railroad route within a pre-selected corridor.

In order to identify the best available railroad location, several factors were considered:

1. Design Standards The railroad was located so as to meet grade and alignment standards which are commensurate with the transcontinental rail system standards. The Engineering Department of the Alaska Railroad provided the following recommendations for design standards.

Grades

1% desirable
1.7% maximum

Curvature

3° valley terrain desirable maximum
6° mountainous terrain " "
10° absolute maximum

2. Foundations and Materials An attempt was made to locate the railroad on the best available foundations and in areas where construction materials were readily available. Good foundations are essential in keeping construction and operating costs to a minimum. Funding and time limitations did not allow a program of subsurface investigations and soils analysis. Materials investigations consisted primarily of aerial photo interpretation.

3. Safety Potentially hazardous situations such as highway grade crossings were avoided wherever possible. The route described in this report crosses the Richardson Highway one time and the Alaska Highway three times.

4. Service to Communities The railroad route was located so as to serve local communities and enhance local development plans while still maintaining the "through" nature of the route. Early in the reconnaissance study, meetings were held with military personnel at Fort Wainwright, Eielson AFB, Fort Greely and also with the Delta Junction Chamber of Commerce, Citizens of Tok, Alaska Department of Fish and Game and the State Division of Lands. Input from these meetings directly affected the selection of a railroad route through developed communities.

5. Environmental Concerns The scope and funding of the original study did not provide for a full Environmental Assessment of railroad construction and operation. However, the Department's Environmental Section as well as other appropriate agencies were consulted in order to maintain an awareness of environmentally sensitive areas and issues which might affect the selection of a railroad route. As mentioned earlier, the amended House Bill 47 requires a formal Environmental Assessment and this work is now in progress.

6. Right of Way The railroad alignment was placed on public lands wherever possible so as to minimize the costs and impacts of right of way acquisition.

7. Costs Costs of rail construction were kept in mind and minimized where possible. However, the study does not include an estimate of construction costs for the proposed rail project.

ROUTE RECONNAISSANCE

The information on the following three pages is an excerpt from the 1979 report describing the steps leading to the selection of the recommended railroad route.

Previous developments, (highways, pipelines, communications systems, airports), have established a general transportation corridor from the present terminus of the Alaska Railroad at Eielson Air Force Base southeast to the Canadian border. This corridor can be described in broad terms as the valley of the Tanana River or in more narrow terms, as the route of the Richardson and Alaska Highways.

A study of topographic and land status maps of eastern Alaska readily shows that the terrain and the associated economic and environmental considerations effectively rule out any general corridor other than the Tanana River Valley. This route study was confined to the Tanana Valley except for the easternmost 50 miles which follow the Ladue River down to the Canadian border.

The Ladue border crossing was first proposed in 1942 when the U.S. Army Corps of Engineers surveyed a route for a rail connection to Alaska. Interest in that project faded after the end of World War II, but the route chosen at that time has been reaffirmed many times in subsequent years. The Ladue crossing directs the Yukon Territory segment of the railroad route into the broad valleys of the White, Yukon, Pelly and Liard rivers. The valleys provide a fairly direct route to Watson Lake, Y.T., through which the connecting link to the existing transcontinental rail system will pass.

It should also be pointed out that the Ladue River border crossing allows the easiest and most direct route to Whitehorse, Y.T., should Canada decide to run the rail connection through that city. This study considers only the Ladue River border crossing.

The first step in selecting a railroad route was to study topographic maps and to identify on these the route possibilities that appeared to merit further study by means of aerial photography.

From the map study, it was determined that the 108 mile section from Delta Junction to Tok was adequately covered by aerial photographs taken in September 1976 for the purpose of highway reconnaissance. Likewise, the 80 mile segment from Tok to the Canadian border via the Ladue River had previously been photographed in a 1973 rail study. This left only the 75 mile segment from Eielson to Delta Junction lacking in reconnaissance photo coverage. Photographs of this area were scheduled for the fall of 1977.

Map study of the Eielson to Delta Junction area revealed several possible routes including an alignment along the north bank of the Tanana River and several alternatives south of the river. In September 1977, these routes were investigated by a fixed-wing overflight involving the Regional Geologist, Hydrologist and Reconnaissance Engineer. After this investigation, three routes were chosen as the most promising rail locations, one north of the Tanana River and two south of the river.

All three of these routes were subsequently photographed in color on October 1, 1977. All of the aerial photos mentioned above are at a scale of 1 inch = 1000 ft.

Through the winter of 1977-78, considerable time was spent studying the reconnaissance photographs in an effort to select a preliminary alignment. The preliminary route was then studied in detail and refined in 1978 and 1979. Photogrammetric mapping was chosen as the most effective means of selecting a precise route for the railroad. This method allowed a high degree of latitude in final route selection and was adaptable to the time and funding constraints which had been placed on the project. The mapping work was assigned to two consulting firms which were already under contract to provide mapping services to the State of Alaska. The Department also engaged consultants to do the control survey work necessary for accurate mapping.

In all cases, coordinate positions and azimuths were originated from existing Geodetic Survey, U.S. Geological Survey, U.S. Army Corps of Engineers, Bureau of Land Management and two stations established by the International Boundary Commission. The control traverses or nets were also closed with respect to other stations of the same origin or previously established monuments which had been derived from them. After running a field data traverse through the network from geodetic station to station, a compass adjustment was made to position all intermediate points. The thus derived positions of each new traverse or control station were anticipated to be within 1:30,000 accuracy relative to existing control. Actual field determinations have proven this to have been accomplished.

All vertical control was derived from existing U.S.C. & G.S. or U.S.G.S. Bench Marks. A more detailed discussion of the control survey is presented in a report prepared by the consultants upon completion of the survey work. That report also contains a listing of the positions of all control points.

As the Department received control data from the survey consultants, it was sent to the mapping consultants and the production of contour maps began by mid-summer 1978. This was accomplished at a scale of 1 inch = 100 ft. with a 2 inch contour interval. The band of mapping varied from 500 ft. to 800 ft. Over most of the length of the project a 500 ft. wide strip centered on the preliminary route was mapped. In some areas of rough terrain, a wider strip of mapping was requested to allow more flexibility in selecting a final railroad route.

As the mapping was received, the Department placed a railroad centerline on it. Occasionally, the line is tightly controlled by topography. This is most obvious when climbing from the Tanana River to the Ladue Summit. A 1% "Grade Contour" was laid out on the mapping by starting at the Ladue Summit and working down to the highway on the Tanana side. A railroad centerline was then drawn to get the best "fit" to this grade contour. The result is a railroad centerline with a sustained 1% grade and continuous curvature for a distance of about 10 miles.

As the alignment was placed on the mapping, the Regional Geologist and Hydrologist reviewed it and recommended needed changes. When the most desirable "fit" was achieved, the State Plane Coordinates of the tangent intersections were scaled off the contour maps and bearings and distances of the tangents were calculated, as well as all curve data. All of the alignment and coordinate data has been tabulated and is on file at the Interior Regional Office of the Department of Transportation and Public Facilities.

RIGHT OF WAY

A basic right of way width of 300 ft. is recommended for the railroad route. This will be ample for rail construction and still allow a buffer zone between the tracks and adjacent properties. Additional right of way could be needed for facilities such as switching yards, maintenance buildings or depots associated with the railroad. The need for such facilities has not been addressed to date and would be handled during the design phase of the rail project. Material sources for construction would also require lands in addition to the basic 300 ft. right of way.

For right of way purposes the railroad centerline has been described with circular curves in order to simplify the property descriptions. The railroad will actually be built with spiral curves which will deviate slightly from the right of way centerline.

Additional field survey work tying section corners and property corners to the original control survey will be necessary before right of way plans and plats can be produced. Some of these property ties have already been obtained and the rest will be acquired during the 1982 work season.

The Department plans to contract with a consultant to do the necessary title research work. This work will be followed by appraisals, negotiations and acquisition under the direction of Department personnel. Large right of way projects such as this typically involve some condemnation proceedings. The right of way process for the entire route is expected to extend over a period of two to three years. The intent is to begin at the Edelson end of the project and work toward the Canadian border.

Some funding has already been earmarked for property acquisition but additional funds will be required to complete acquisitions along the entire route. As presently laid out, the proposed route would involve no buildings but would require portions of numerous private holdings. The bulk of the route lies on State, military or native corporation lands.

ENVIRONMENTAL ASSESSMENT

The Environmental Assessment for the proposed railroad extension was initiated in early November, 1981, with written contact made to numerous State, federal and local government agencies as well as individuals and organizations interested or affected by the project. Comments and questions on the project were solicited. On November 24, 1981, an interagency scoping meeting was conducted to identify major issues of concern and coordination necessary to address the issues and process the proposal. The scoping process was followed by general data compilation and mapping.

An Alaska Heritage Resource Survey Inventory of the corridor was requested from the State Historic Preservation Office. The State Historic Preservation Office indicated in a follow-up phone contact that they did not have the manpower for an inventory. Department of Transportation and Public Facilities personnel subsequently mapped the corridor cultural resources using information from the State Historic Preservation Office in Anchorage. SHPO later responded with abbreviated inventory information and a recommendation for a preconstruction cultural resource survey.

Information on the extent of mining claims in the Ladue River Valley was provided by the Right of Way Section.

The Soil Conservation Service was contacted to determine the potential for project conflict with prime or unique farmlands. No conflict exists.

General geological hazards of the corridor were mapped by the Geology Section.

Contact with Northwest Alaska Pipeline Company provided information on sensitive wildlife areas and vegetation types in a narrow corridor surrounding the proposed gas pipeline; parts of the data may prove useful for site specific areas of railroad alignment.

Status plats have been researched at the local BLM Office to identify and map land classifications in the railroad corridor area, but further classification research is needed.

Several offices within the Department of Natural Resources have been contacted. State park lands within the corridor have been identified. Proposed disposals of State subdivision, remote and agricultural lands through 1984 have been mapped. Concurrent research for the Tanana Basin Area Plan has provided preliminary data on recreation, forestry and agricultural resources in the corridor area. This information has been mapped.

Considerable contact with the Department of Fish and Game (field biologists at three offices, habitat protection) resulted in detailed information on sensitive fish and wildlife areas within the railroad corridor. Some extremely sensitive areas are present and careful mitigation may be required (e.g., peregrine falcon habitats, the most important chum

spawning location in the State, the Delta Junction Bison Range).

Interpretation and evaluation of the above base information, including document pre-draft writing, is ongoing. Research into additional environmental elements remains to be done; noise, air quality and visual resource information is needed.

A draft of the Environmental Assessment should be available by June and the final document should be completed before the end of 1982.

ROUTE DESCRIPTION

An existing spur of the Alaska Railroad runs 30 miles southeast from Fairbanks to Eielson AFB. The proposed railroad extension takes off of this spur at the south end of the bridge spanning the floodway for the Chena River Flood Control Project. This beginning point (Mile 0), is 5 miles northeast of Eielson near Moose Creek Bluff.

From Mile 0 the proposed route runs southeast between the Richardson Highway and the Tanana River traversing old river bars and crossing numerous slough channels. The route is mostly on State-owned lands for the first six miles. In the area from Mile 1.4 to Mile 5.3, some large parcels are scheduled to be transferred to private agricultural use in the State's June 1982 land disposal program. A 300 ft. right of way will be reserved across the parcels traversed by the proposed railroad extension.

The route remains between the Richardson Highway and the Tanana River up to Mile 20. There are numerous private parcels and homes in this area. Several changes in the alignment have been made to reduce the impacts on these properties. These changes included the introduction of more curvature into the alignment and the shifting of the route across sloughs onto old river bars. At Mile 18.5, the railroad route has been relocated in order to avoid private homes. This location will require bank protection but will provide these homes with protection from erosion which has been severe at this site in recent years.

Near Mile 20, the proposed route turns up the Salcha River to a crossing one mile downstream from the highway bridge. From this point, the route heads toward the Tanana River crossing at the west slope of Flag Hill near Harding Lake.

The railroad route crosses the Tanana River at Mile 24.4. This crossing was chosen early in the route study as by far the best available Tanana crossing and was subsequently considered a fixed point in the route. At Flag Hill, the main river channel is fixed against the hillside and the total width of the active river channel is about $\frac{1}{2}$ mile. In most other areas, the Tanana's braided channels are continually shifting over a channel width of 1 to $1\frac{1}{2}$ miles.

After crossing the river, the route continues up the Tanana valley traversing the flood plain $\frac{1}{2}$ to 1 mile away from the river. From Mile 25.2 to Mile 30.1, the route is located military land (Fort Wainwright). After leaving Fort Wainwright, the route traverses State lands for the next 35 miles.

At Mile 36.5 the route turns south up the Little Delta River to reach secure site for crossing that stream. The route then continues easterly paralleling the Tanana River for the next 12 miles. At Mile 50, the route again turns away from the Tanana in order to reach a favorable site for crossing Delta Creek. The route crosses Delta Creek at Mile 52.8 and then continues easterly passing south of a three mile long

ridge. There is a Federal recreation withdrawal along Clear Creek which runs along the north side of this same ridge and the railroad route has been placed so as to avoid this withdrawal. From the east end of the ridge, (Mile 56.5), the route runs along low terraces about $\frac{1}{2}$ mile south of Clear Creek to the headwaters of the creek near Mile 63.

Near Mile 67, the route passes through some private agricultural lands near the confluence of the Delta and Tanana rivers. The route then runs southeast through State lands along the Delta River.

The route turns across the Delta River at Mile 75 and then runs upstream along the east bank of the river for two miles through the Delta Junction area. The location of the railroad is intended to provide bank protection in an area where stream erosion has been a problem in recent years.

At Mile 77.5, the route turns away from the Delta River and runs along the east bank of Jarvis Creek. The route is situated on military lands from mile 78 to Mile 88.5. At Mile 82, the route is near the developed area of Fort Greely although a bridge across Jarvis Creek would be necessary to provide direct access to the Fort. From Mile 82 the route turns easterly remaining on Fort Greely lands for the next 6.5 miles as a means of avoiding the private property along the Alaska Highway.

After leaving Fort Greely, the route runs east to the vicinity of the Alaska Highway and then closely parallels the highway for the next four miles. At Mile 99, the route makes an "S" curve in order to cross the highway at an acceptable angle. The route then parallels the highway on the north side for the next $11\frac{1}{2}$ miles. The railroad route has been located so as to be compatible with the route for the proposed Northwest Alaska Natural Gas Pipeline which also parallels the highway through this area.

At Mile 111.5, the railroad route bends around a proposed gas line compressor site and then departs from the vicinity of the highway and runs along the bank of the Tanana River from Mile 114 to Mile 120 at Johnson River. A route higher on the hill was considered on the approach to Johnson River but the route adjacent to the Tanana was determined to offer the best grades and foundations even though it will encroach on the river in a few places in order to avoid steep, unstable hillsides.

The railroad route crosses the Johnson River near its mouth and then returns to the vicinity of the Alaska Highway at Mile 123.5. On the accompanying map, the railroad route appears to cross the highway; however, the highway has been reconstructed through this area and has been shifted to the south. The railroad location actually remains north of the new highway alignment and is parallel to it from Mile 123.5 to Mile 128.3.

The railroad route swings away from the Alaska Highway at Mile 130 near Barry Creek and again at Mile 133 in order to maintain the required grades. In the vicinity of Mile 135, the alignment has been adjusted to accommodate a new State subdivision.

From Mile 135 to Mile 145, the railroad route closely parallels the highway. The highway and railroad rights of way actually overlap in the vicinity of Dot Lake in order to minimize the total right of way through the village area.

From Mile 145 the railroad route pulls away from the highway in order to avoid the rough terrain traversed by the highway just north of the Robertson River. The railroad route runs east of the rough terrain and then crosses the Robertson River just above its confluence with the Tanana River. The route remains close to the Tanana River for the next 12 miles in order to maintain acceptable grades through the Cathedral Bluffs area.

From Mile 165, the railroad turns away from the river and converges with the highway near Moon Lake (Mile 171). For the next six miles the route closely parallels the highway.

At Mile 177, the railroad departs from the vicinity of the Alaska Highway and proceeds in a nearly due east direction through the Tanacross and Tok areas. The route is located on section lines for 7 miles to Mile 188.5, two miles north of Tok. From this point, the route turns southeast and gradually converges with the highway.

The route passes north of the Coast Guard installation at Mile 195 and enters Tetlin Village lands at Mile 195.5. The route is located on Tetlin lands for the next 21.5 miles.

At Mile 199.4, the railroad route crosses the Alaska Highway and then crosses the Tanana River just upstream from the highway bridge. The route passes $\frac{1}{2}$ mile south of Tetlin Junction and remains south of the highway to Mile 207. At this point, the route again crosses the highway and begins the climb to the Ladue Summit. This section entails ten miles of sustained 1% grade and sharp curves. The Ladue Summit is the highest point on the proposed railroad route at 2300 ft. above sea level.

From the Ladue Summit, the rest of the proposed route is located on State selected lands. On the Ladue River side of the summit, maximum grades and curves are not necessary. The route reaches the valley floor at about Mile 221 at an elevation of about 2100 ft. From this point on, the route follows gentle grades and alignment down the Ladue Valley to the Canadian border.

The Ladue Valley is relatively narrow so that there is not a wide choice of route locations. For the most part, the railroad route follows along the north side of the valley in order to gain the advantage of a southern exposure. The route reaches the Alaska-Yukon border at Mile 271.

HOUSE COMMITTEE REPORT

3/21/94
Finance

(7)
 Date Referred: February 28, 1994

FURTHER REFERRALS:

Date of Committee Action: 3-19-94

The STATE AFFAIRS Committee considered:

CSSB 135(FIN)

CS FOR SENATE BILL NO. 135(FIN)

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: [] the same title
 be replaced with _____ [] 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>[Signature]</i> VEZEY	X	<i>[Signature]</i> Sanders		✓	
<i>[Signature]</i> G. DAVIS	X	<i>[Signature]</i> Olberg		✓	
		<i>[Signature]</i> Ulmer		X	
	(2)			(3)	

[Signature] VEZEY
 CHAIRMAN'S SIGNATURE

SENATE FINANCE COMMITTEE REPORT

DATE: 3/18/93

FURTHER:

DATE TURNED INTO OFFICE: 1-24-94

The Finance Committee considered SENATE BILL NO. 135

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; efd.

and recommends:

- replace with _____ CS SB135 (FINANCE)
- or adopt previous _____ CS _____
- attaches amendment(s)

- same title
- new title
- technical title change (HB only)

adopts _____ Letter of Intent

further referral to the _____

- do pass
- do not pass
- no recommendation
- individual recommendations

CS (Fin) coming

NEW FISCAL NOTES

Department	Date	Zero	Fiscal

PREVIOUS FISCAL NOTES

Department	Date	Zero	Fiscal

Appropriation No Fiscal Note

DO PASS:

Steve Rice
George Parker
Scott Shady

OTHER RECOMMENDATIONS:

1. *Mark* DO PASS
 Co-Chair: Signature/Recommendation

2. *Wanda Pearce* NO REC
 Co-Chair: Signature/Recommendation

SENATE COMMITTEE REPORT
FIRST COMMITTEE OF REFERRAL

DATE: 2/26/93

FURTHER FINANCE

Date of 5-Day Notice: 3-11-93
(in accordance with Uniform Rule 23)

DATE TURNED INTO OFFICE: 3-16-93

TRANSPORTATION Committee considered SB 135

~~SB~~ 135 APPRO: AK RAILROAD EXTENSION STUDY

"~~And~~ 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."

and recommends: and a majority of the committee recommends do pass

replace with _____ CS _____

attaches amendment(s)

- same title
- new title
- technical title change (HB only)

adopts _____ Letter of Intent

further referral to the _____

do pass

do not pass

no recommendation

individual recommendations

FN

FISCAL NOTE INFORMATION

Department	Date	Zero	Fiscal
DOTPF	3/4/93	10.0	10.0

Department	Date	Zero	Fiscal

Appropriation No Fiscal Note

Governor's Bill with Previous Fiscal Notes (enter information above)

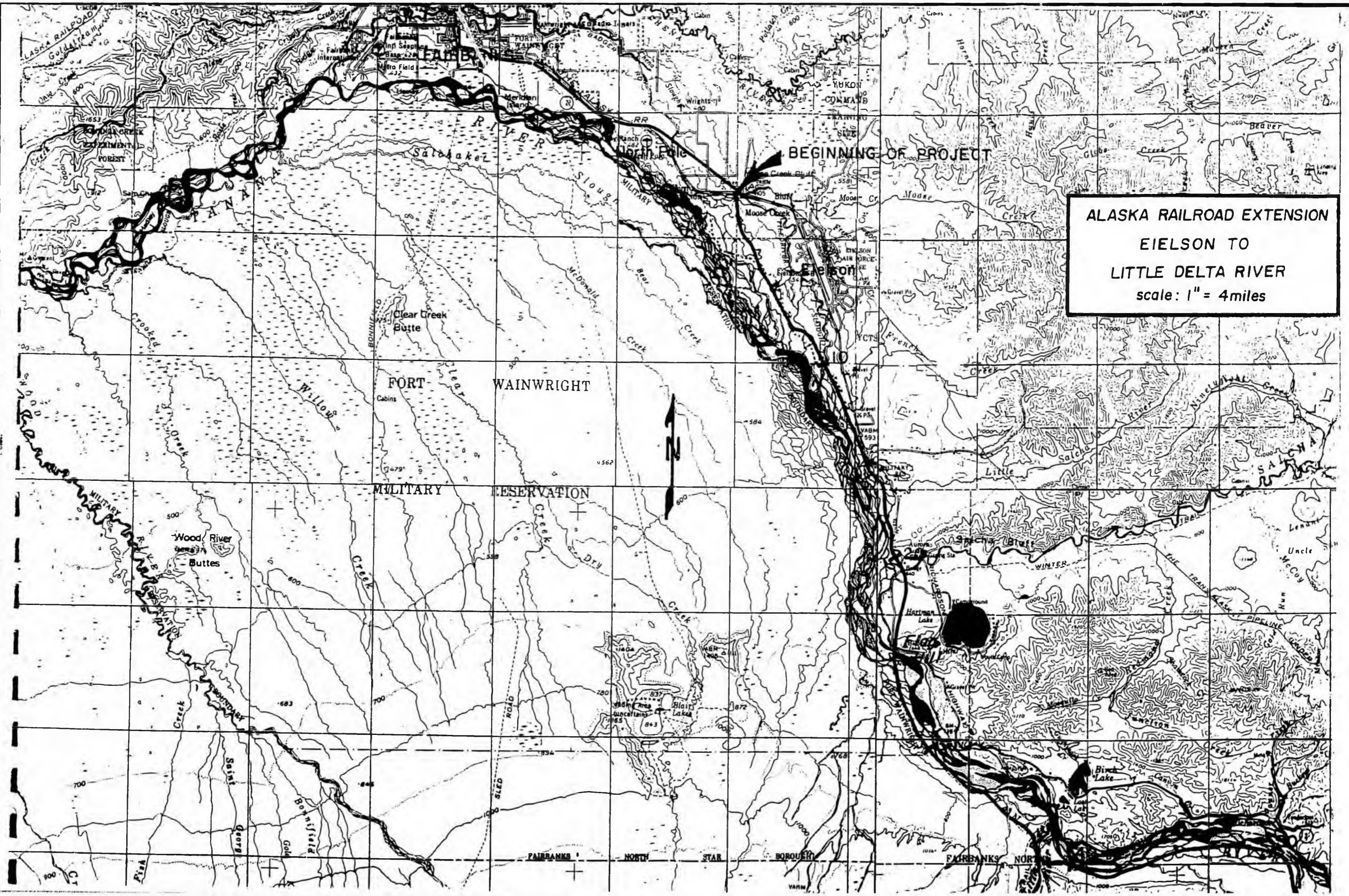
DO PASS:

Roll E. Roll Do Pass
Kevin Kelly Do Pass
Tina Kelly Do Pass

OTHER RECOMMENDATIONS:

NR
uneven

Chair Signature and Recommendation
do pass



**ALASKA RAILROAD EXTENSION
EIELSON TO
LITTLE DELTA RIVER
scale: 1" = 4miles**