

**ALASKA LEGISLATURE**

**2635**

**HOUSE and SENATE FINANCE COMMITTEE FILES, 2003-2004**

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**SPONSOR RESULTS** (What's this?) (Become a Sponsor)

- **Abortion Option** Find an **abortion** provider for compassionate and private care.  
www.abortion.com
- **Abortion Clinics Online** Trust **Abortion** Clinics Online to find a reputable clinic in your area for confide  
www.gynpages.com

**TOP 20 WEB RESULTS** out of about 979,000. Search took 0.14 seconds. (What's this?)

1. **Early Options** providers guide to medical **abortion**, including education about mifepristone/misoprostol.  
Category: Obstetrics and Gynecology > National Abortion Federation  
www.earlyoptions.org/ - 9k - Cached - More pages from this site
2. **Expanding Options for Early Abortion** ... marked an important milestone for early **abortion options** — the FDA approval of Mifeprex® (RU-486 .  
early **abortion** include both surgical and medical **abortion options**. ...  
www.rhttp.org/early/early\_expand\_options.htm - 23k - Cached
3. **First Trimester Abortion Options** ... First Trimester **Abortion Options**. Procedure. How It Works ... Site contents and HTML © Copyright 19  
**Abortion** Access Project. All rights reserved. ...  
www.abortionaccess.org/AAP/publica\_resources/fact\_sheets/firsttrioptions.htm - 15k - Cached
4. **Abortion & Options** **Abortion & Options**. Pro-Choice Perspective — Although this page covers both sides of the **abortion** argi  
definitely skewed to the pro-choice perspective.  
www.saferchild.com/abortion.htm - 18k - Cached
5. **Abortion Options** The Lennox school district held a one-sided forum against Proposition 227, a June ballot initiative that wou  
bilingual education programs. ... **Abortion Options**. **ABORTION OPTIONS**. by Fred Ferrazzano ... By del  
includes not only medically induced procedures but, and in a vast majority of cases, spontaneous ...  
www.mttaylor.com/cogg/essays-articles/abortion.htm - 7k - Cached
6. **Abortion options** ... Call 1-800-848-LOVE for **abortion** alternatives ... child care **options**. child safety issues. other related t  
**ABORTION HELP** ...  
www.treasuresofgrace.com/prolife/options.htm - 13k - Cached
7. **Abortion - counselling options** Counselling is generally included as part of the **abortion** process in all Australian States and Territories. ('  
umbrella term, which includes advice, information, support, ...  
www.betterhealth.vic.gov.au/bhcv2/bhcarticles.nsf/pages/Abortion\_counselling\_options?OpenDocument -
8. **Women's Abortion Options May Change** ... Women's **Abortion Options** May Change. February 26, 1998 ... Part of their jobs is to help explain the



Web

Results 1 - 10 of about 442,000 for Abortion Options. (0.19 seconds)

Your Abortion Options in the First Trimester - Questions and ...

Your Abortion Options in the First Trimester -- Questions & Answers. Options; What do I need to do to have an abortion? How is medical abortion done? ... www.plannedparenthood.org/ABORTION/030213\_ab1trimester.html - 32k - May 3, 2004 - Cached - Similar pages

Sponsored Links

Abortion Procedures Learn more about Abortions Read our Frequently Asked Questions www.AmericanWomensServices.com

Abortion.com Abortion Clinics Free Directory www.Abortion.com

Girls Talk About Abortion Young women who've had or wanted an abortion tell their stories. www.standupgirl.com

Mifepristone: Expanding Women's Options for Early Abortion

Mifepristone: Expanding Women's Options for Early Abortion. Mifepristone, formerly known as RU-486, is an antiprogesterone drug ... www.plannedparenthood.org/library/ABORTION/Mif\_fact.html - 34k - May 3, 2004 - Cached - Similar pages [ More results from www.plannedparenthood.org ]

Deciding What To Do? Essay Helping Those Deciding to Be Aware of Possible Areas of Hope www.EveryStudent.com

First Trimester Abortion Options

First Trimester Abortion Options. Procedure, I... Works, Advantages. Disadvantages. Mifepristone. Mifepristone, taken orally, blocks ... www.repro-activist.org/AAP/publica\_resources/fact\_sheets/firsttrioptions.htm - 15k - Cached - Similar pages

Abortion Debates CQ Researcher - Current, Accurate, Impartial 24 pg Report Pros & Cons www.cqpress.com

Pro-Choice Medical Center

Early Abortion Options and The Abortion Pill. For pregnancies between 4 ... Medical abortion is a new option. Methotrexate - a folic acid ... www.todaysplanet.com/pg/beta/medical/earlyabortion.htm - 6k - Cached - Similar pages

See your message here...

Mifepristone Information

Early Options is a National Abortion Federation (NAF) program designed to educate and instruct health care professionals, including physicians, advanced ... earlyoptions.org/ - 10k - Cached - Similar pages

Network / Le Réseau

... Last chance contraceptives and new abortion options Getting in touch with the sensitive side of health planning, gender sensitive that is Private Hospitals? ... www.cwhn.ca/network-reseau/3-1/3-1pg6.html - 12k - Cached - Similar pages

Abortion Options for Rural Women:

Abortion Options for Rural Women: Case Studies from Villages of Bokaro District, Jharkhand. By. Lindsay Barnes. This study aimed to ... www.cehat.org/aap1/lindsayab.htm - 11k - Cached - Similar pages

RPAS - British Pregnancy Advisory Service

ABORTION OPTIONS IN EARLY PREGNANCY, Every year more than 160,000 women in Britain have early abortions, often because the pregnancy is unplanned and unwanted. ...

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**YAHOO!**search Adoption centers

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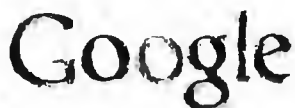
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**SPONSOR RESULTS** (What's this?) (Become a Sponsor)

- **Open Adoption Center** ☞ Specializing in open **adoption** where birth moms and adoptive families maintain an open **adoption center**, we match birth mothers to families. Not a waiting list. All states.  
www.achildswaiting.com
- **Considering Adoption?** ☞ Explore **adoption** now and make your decision later. Find everything you need. **Network Law Center**. We have helped thousands take their first steps into **adoption**.  
adoptionnetwork.com

**TOP 20 WEB RESULTS** out of about 1,270,000. Search took 0.17 seconds. (What's this?)

1. **Adoption Centers** ☞  
Main Page. Articles. Aviary Shop Area. Forum. Search this site. powered by FreeFind. NEWSLETTER. Jo list. our newsletter! Sign up now for twice-a-month tips, advice and more! Forum Talk. **Adoption Centers**. Forum Talk. **Adoption Centers**. Arkansas. Humane Society of the Ozarks ... network of California, USA h San Mateo County Animal Licensing ...  
www.theaviary.com/adopt.shtml
2. **PETsMART.com: Adoption Center** ☞  
... since 1992, these PETsMART Charities **Adoption Centers** have facilitated the **adoption** of more than PETsMART Charities **Adoption Centers**. PETsMART Charities is a nonprofit 501(c ...  
www.petsmart.com/adoptions/index.shtml - 10k - Cached
3. **Pets Animal Adoption Centers Shelters Nassau Suffolk Long Island New York** ☞  
... Animal **Adoption Centers** and Animal Shelters on Long Island NY brought to you by the Long Island ... Nassau and Suffolk Counties. Animal **Adoption Centers**/Animal Shelters ...  
www.longislandpetsbrowser.com/animal\_adoption\_centers\_shelters/index.shtml?Title=Pets+Animal+Adop  
Cached
4. **Animal Care & Adoption Centers** ☞  
... Angell Animal Medical **Centers**. Animal Care & **Adoption Centers**. Hillside Acre Animal Cemetery ... T MSPCA animal care and **adoption centers** take in and adopt out thousands of ...  
mspca techevolution.com/About+MSPCA-Angell/Care+and+Adoption+Centers/default.aspx - 76k - Cache from this site
5. **Adoption Centers!** ☞  
... **Adoption Centers!** Adopt a Kid! ... If you would like to adopt a kid, visit one of the **adoption centers!**~' Center ...  
www.expage.com/usadoptioncenter - 3k - Cached
6. **Post Adoption Centers - Proudly Serving Kansas and Nebraska Families** ☞  
By providing mental health and family network support services for adoptive families who have legalized th Kansas and Nebraska, the Post **Adoption Centers** help strengthen and ... adoptive families and respondi needs, the Post **Adoption Centers** is working with adoptive families to: ... The Post **Adoption Centers** pr 80% funded by the U ...  
www.postadoptioncenters.org/ - 4k - Cached



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adoption centers

Search

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**Web**

Results 1 - 10 of about 1,030,000 for adoption centers. (0.19 seconds)

**National Adoption Center - Adopt a Special Needs Waiting Child ...**

The National Adoption Center brings waiting special needs children online through adoption photolistings and offers wealth of adoption information on how to ...  
www.adopt.org/ - 31k - May 3, 2004 - Cached - Similar pages

**Sponsored Links**

We make adoption easy  
Help from experienced professionals  
Select a child from a photolisting  
www.yunona.org

**International Adoption Center Overview, Cincinnati Children's ...**

... Services / Programs. International Adoption Center. Overview. Why Choose Cincinnati Children's? Services. ... Faculty and Staff.  
International Adoption Center. Overview. ...  
www.cincinnatichildrens.org/programs\_services/308/ - 52k - May 3, 2004 - Cached - Similar pages

Adopt a Wednesday's Child  
Photo listings of children waiting for loving families to adopt them.  
adopt.org/wednesdayschild/

**Adoption Resources**  
A directory of websites offering information on adoption.  
www.legaldirectory.ws

**Flagstaff Central Community Information Source [Flagstaff Arizona]**

Flagstaff Central is an online city guide for Flagstaff, Arizona that features information on local travel, schools, organizations, realty, events, restaurants ...  
www.flagstaffcentral.com/ - 47k - May 3, 2004 - Cached - Similar pages

**Adoption Options**  
Agency? Private? Open? Equitable?  
Get free adoption information here.  
www.legal-database.com

**Pokemon Adoption Center**

POKEMON ADOPTION CENTER. In order to save these little critters, just right click and chose SAVE AS... to put them on your hard drive. ...  
www.dltk-kids.com/pokemon/adopt.html - 16k - Cached - Similar pages

**Adoption Information**  
Free and easy to use guide to on all aspects of adoption.  
LegalAdviceForFree.com

See your message here...

**Adoption Centers**

... Forum Talk. Adoption Centers. Arkansas. Humane ... USA; Parrot Education and Adoption Center (PEAC)- San Diego (619) 232-2409 parrotadop@aol.com; ...  
www.theaviary.com/adopt.shtml - 16k - May 4, 2004 - Cached - Similar pages

**Florida Dog Adoption Center**

Dog Rescue Adoption. Save a Homeless Puppy, Rescue an Older Dog  
www.call.org/index2.html - 2k - Cached - Similar pages

**AZ RESCUE - Adoption Centers**

... Please also be sure to visit our on-line Cat Adoption Center and our Dog Adoption Center, where we have general information regarding our animals and our ...  
www.azrescue.org/adopt.shtml - 19k - May 3, 2004 - Cached - Similar pages

**PETSMART.com: Adoption Center**

... About PETSMART Charities Adoption Centers. ... In 2002, more than 250,000 pets found homes through the PETSMART Charities Adoption Centers. ...  
www.petsmart.com/adoptions/index.shtml - 10k - May 3, 2004 - Cached - Similar pages

**Pet Adoption Resource Center**

... RECOMMENDED Breed Selector. Pet Adoption Center. Pet Gallery. Pet Name Finder. Pet Symptom Solver. ... Pet Adoption Resource Center Compiled by Jennifer Degtjarewsky. ...

**SB**

**30**

**SFIN**

**FILE**

MAY 12 2003

SENATE FINANCE COMMITTEE

### SENATE FINANCE COMMITTEE REPORT

DATE: 5/6/03

FURTHER:

DATE TURNED IN TO OFFICE: 12 May 2003

Finance Committee considered

SENATE BILL NO. 30

#### SB 30 ABORTION: INFORMED CONSENT; INFORMATION

"An Act relating to information and services available to pregnant women and other persons; and ensuring informed consent before an abortion may be performed, except in cases of medical emergency."

and recommends:

Senate Bill:

[ ] be replaced with \_\_\_\_\_ CS \_\_\_\_\_ (\_\_\_\_\_)

[x] same title

[ ] new title

[x] adopt previous \_\_\_\_\_ CS SB 30 (JUD)

House Bill:

[ ] same title

[ ] technical title

[ ] new: SCR # \_\_\_\_\_

[ ] attached amendment(s)

[ ] adopt Letter of Intent by \_\_\_\_\_ Committee

[ ] further referral to \_\_\_\_\_ Committee

#### NEW FISCAL NOTE(S):

#### PREVIOUS FISCAL NOTE(S):

Department	Date	Fiscal	Zero	FN#

Department	Date	Fiscal	Zero	FN#
DHSS <sup>Vital Stats</sup>	4/17/03	30.0		#2
DHSS <sup>Maternal, Ch. H. Etc.</sup>	4/17/03	20.0		#1

[ ] APPROPRIATION - no fiscal note

SIGNATURES AND RECOMMENDATIONS:	DO PASS	DO NOT PASS	NO REC	AMEND
<i>Adrian L. Traylor</i>	✓			
<i>Don Hall</i>			✓	
<i>Richard Ables</i>				✓
<i>Lo Beards</i>			✓	
<i>Ben Stevens</i>	✓			
COCHAIR: <i>Linda Green</i>	✓			
COCHAIR: <i>V. Gosney Miller</i>			✓	

# FISCAL NOTE

MAY 12 2003

STATE OF ALASKA  
2003 LEGISLATIVE SESSION

Fiscal Note Number: 1  
 Bill Version: CSSB 30(HES)  
 ( S ) Publish Date: 4/22/03

SENATE FINANCE  
COMMITTEE

Revision Date/Time (Note if correction):  
 Title INFORMED CONSENT FOR ABORTION

Dept. Affected: Health & Social Services  
 BRU State Health Services  
 Component Maternal, Child, & Family Hlth

Sponsor DYSON

Requester \_\_\_\_\_ Component No. 290

**Expenditures/Revenues (Thousands of Dollars)**

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

OPERATING EXPENDITURES	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
Personal Services						
Travel						
Contractual	20.0					
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
<b>TOTAL OPERATING</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

<b>CAPITAL EXPENDITURES</b>						
-----------------------------	--	--	--	--	--	--

<b>CHANGE IN REVENUES (0)</b>						
-------------------------------	--	--	--	--	--	--

**FUND SOURCE (Thousands of Dollars)**

1002 Federal Receipts						
1003 GF Match						
1004 GF	20.0					
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other(Specify Type-do not abbreviate)						
<b>TOTAL</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Estimate of any current year (FY2003) cost: \_\_\_\_\_

Mark this box (X) if funding for this bill is included in the Governor's FY 2004 budget proposal:

**POSITIONS**

Full-time						
Part-time						
Temporary						

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

This bill requires that information be prepared and made available via the Internet, to every woman seeking an abortion, on the medical risks of abortion, pregnancy, and where services can be sought, by geographic region. The Department of Health & Social Services already produces, procures and disseminates a range of materials regarding how to have a healthy baby and ways to keep the baby safe and healthy after birth. In addition, the Department maintains a 24-hour referral line for services. Ensuring the intent of this bill is addressed will require resources for the production of the additional informational materials on abortion.

CONTRACTUAL: \$20.0 for a professional services contract in Year 1 for the production and posting of the web-based materials required under this bill.

Prepared by: Doug Bruce, Director  
 Division Public Health  
 Approved by: Joel S. Gilbertson, Commissioner  
 Agency Department of Health and Social Services

Phone 465-3090  
 Date/Time 04/16/2003  
 Date 04/17/2003

COMMITTEE COPY

MAY 12 2003

# FISCAL NOTE

STATE OF ALASKA  
2003 LEGISLATIVE SESSION

Fiscal Note Number: 2  
 Bill Version: CSSB 30(HES)  
 ( S ) Publish Date: 4/22/03  
 Dept Affected: Health & Social Services  
 BRU State Health Services  
 Component Bureau of Vital Statistics

SENATE FINANCE  
COMMITTEE

Revision Date/Time (Note if correction):  
 Title INFORMED CONSENT FOR ABORTION

Sponsor DYSON  
 Requester \_\_\_\_\_

Component No. 961

**Expenditures/Revenues** (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
Personal Services						
Travel						
Contractual	30.0					
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
<b>TOTAL OPERATING</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

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

CHANGE IN REVENUES (0)						
------------------------	--	--	--	--	--	--

**FUND SOURCE** (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF	30.0					
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other(Specify Type-do not abbreviate)						
<b>TOTAL</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Estimate of any current year (FY2003) cost: \_\_\_\_\_  
 Mark this box (X) if funding for this bill is included in the Governor's FY 2004 budget proposal:

**POSITIONS**

Full-time						
Part-time						
Temporary						

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

This bill would add a requirement to the report of Induced Termination of Pregnancy (ITOP) program that the Bureau of Vital Statistics (BVS) collect and record data on whether or not each reported patient requested and received a written copy of information on reproductive options required to be maintained on the internet.

CONTRACTUAL: \$30.0 in GF for contractual service costs would be required in Year 1 (one-time costs) to provide for 1) a contract to revise the BVS ITOP computer program (\$20,000); 2) to produce, print and distribute revised ITOP reporting forms to providers throughout Alaska (\$2,000); and 3) to contract for the drafting of regulations to implement AS 18.50.245(e) (\$8,000).

Prepared by: Doug Bruce, Director Phone 465-3090  
 Division Public Health Date/Time 04/16/2003  
 Approved by: Joel S. Gilbertson, Commissioner Date 04/17/2003  
 Agency Department of Health and Social Services

# SENATE COMMITTEE REPORT

DATE: 4/15/03

FURTHER: Finance

DATE TURNED  
IN TO OFFICE: 5/5/03

Judiciary Committee considered

SENATE BILL NO. 30

## SB 30 ABORTION: INFORMED CONSENT; INFORMATION

"An Act relating to information and services available to pregnant women and other persons; and ensuring informed consent before an abortion may be performed, except in cases of medical emergency."

and recommends:

- be replaced with \_\_\_\_\_ CS SB 30 (JUD)
- adopt previous \_\_\_\_\_ CS \_\_\_\_\_ (\_\_\_\_\_)
- attached amendment(s)
- adopt Letter of Intent by \_\_\_\_\_ Committee
- further referral to \_\_\_\_\_ Committee

**Senate Bill:**

- same title
- new title

**House Bill:**

- same title
- technical title
- new: SCR # \_\_\_\_\_

**NEW FISCAL NOTE(S):**

Department	Date	Fiscal	Zero	FN#

**PREVIOUS FISCAL NOTE(S):**

Department	Date	Fiscal	Zero	FN#
HSS	4/17	✓		1
HSS	4/17	✓		2

APPROPRIATION - no fiscal note

SIGNATURES AND RECOMMENDATIONS:		DO PASS	DO NOT PASS	No REC	AMEND
Therriault	<i>[Signature]</i>	x			
Ogan	<i>[Signature]</i>	+			
Seekins	CHAIR: <i>[Signature]</i>	✓			

**SENATE COMMITTEE REPORT  
First Committee of Referral**

DATE: 1/21/03

FURTHER: Judiciary  
Finance

Date of 5-Day Notice: 3/13/03  
(in accordance with Uniform Rule 23)

DATE TURNED IN TO OFFICE: 4.15.03

Health, Education and Social Services Committee considered

SENATE BILL NO. 30

**SB 30 ABORTION: INFORMED CONSENT; INFORMATION**

"An Act relating to information and services available to pregnant women and other persons; and ensuring informed consent before an abortion may be performed, except in cases of medical emergency."

and recommends:

be replaced with \_\_\_\_\_ CS SB 30 (HES)

adopt previous \_\_\_\_\_ CS \_\_\_\_\_ (\_\_\_\_\_)

attached amendment(s)

adopt Letter of Intent by \_\_\_\_\_ Committee

further referral to \_\_\_\_\_ Committee

**Senate Bill:**

same title  
 new title

**House Bill:**

same title  
 technical title  
 new: SCR # \_\_\_\_\_

**NEW FISCAL NOTE(S):**

**PREVIOUS FISCAL NOTE(S):**

Department	Date	Fiscal	Zero	FN#
HSS	4/17/03	✓		1
HSS	4/17/03	✓		2

Department	Date	Fiscal	Zero	FN#

\* Forthcoming fiscal notes, pub. 4/22/03

APPROPRIATION - no fiscal note

SIGNATURES AND RECOMMENDATIONS:		DO PASS	DO NOT PASS	NO REC	AMEND
Davis	<i>Betty Davis</i>		X		
Wilken	<i>Gary Wilken</i>			✓	
Green	<i>Lynne Green</i>	✓			
Dyson	CHAIR: <i>Paul Dyson</i>	✓			

- **SB 30.**

Regardless of where one stands on the abortion issue, there is unified support for the concept that a woman be fully informed during her own decision. Providing women with information that is "**unbiased, objective, scientific**" is necessary to any informed choice. This bill is mandated to provide such information. It is essential to the psychological and physical well-being of a woman who is considering an abortion that she receive complete and accurate information on her alternatives. Objections to providing people with information are adversarial to a woman's freedom of choice, and preventing them from considering all relevant information is coercive and injures their freedom of privacy.

- **Medical personnel.**

Medical personnel who perform abortions are already mandated in regulation to explain possible consequences. They have been exposed to lawsuits when women feel under-informed. This bill gives physicians legal coverage by creating a document that provides the information that is already currently required. Additionally, this tool is **optional**.

- **The U.S. Supreme Court.**

The U.S. Supreme Court has rendered a decision in the case of Planned Parenthood of Pennsylvania v. Casey that upheld the constitutionality of a Pennsylvania law which required informed consent, parental consent, and a twenty-four-hour waiting period prior to an abortion. *"...What is at stake is the woman's right to make the ultimate decision, not a right to be insulated from all others in doing so...if they are not a substantial obstacle to the woman's exercise of the right to choose...Unless it has that effect on her right of choice, a state measure designed to persuade her to choose childbirth over abortion will be upheld if reasonably related to that goal...In attempting to ensure that a woman apprehend the full consequences of her decision, the State furthers the legitimate purpose of reducing the risk that a woman may elect an abortion, only to discover later, with devastating psychological consequences, that her decision was not fully informed. If the information the State requires to be made available to the woman is truthful and not misleading, the requirement may be permissible...The idea that important decisions will be more informed and deliberate if they follow some period of reflection does not strike us as unreasonable, particularly where the statute directs that important information become part of the background of the decision..."* *"...That the information might create some uncertainty and persuade some women to forgo abortions does not lead to the conclusion that the Constitution forbids the provision of such information. Indeed, it only demonstrates that this information might very well make a difference, and that it is therefore relevant to a woman's informed choice..."* *"...calculated to inform the woman's free choice, not hinder it."*

- **Regarding Testimony.** Through the committee process, we have received testimony that some people are apprehensive to be influenced by this unbiased, objective, scientific information. I'm not sure quite how to respond to this fear. Others have asked why this information is not mandated to all pregnant women, not just those seeking abortion. To respond, reiteration is needed that current law already requires informed, voluntary consent for abortion. There is no informed consent requirement for childbirth, nor does this bill establish such a requirement. Additionally, DHSS has agreed that the language in this bill provides for the maintaining of current, updated information. Finally, this bill does not change any of the current laws regarding parental consent; those provisions are unaffected.

Provided by Senator Dyson



## SENATOR FRED DYSON

### SB 30 SPONSOR STATEMENT

*"An Act relating to information and services available to pregnant women and other persons; and ensuring informed consent before an abortion may be performed, except in cases of medical emergency."*

Since the early 1970's, Alaskan physicians who perform or induce abortions are required, in regulation, to inform patients "of the medical implications and the possible emotional and physical sequelae of the procedure" (12 A.A.C. 40.070). SB 30 raises these regulations into statute, and standardizes the information presented to the patients by means of a website maintained by the Department of Health and Social Services. This website will list accurate, objective information that explains resources available to a pregnant woman that may assist her in making and implementing her own reproductive decisions. This bill will enable women to make healthy, educated choices regarding their own individual and private circumstances.

Considerable testimony has been received that indicates that Alaskan women, on occasion, do not receive adequate information as they consider the alternative of abortion. These events are extremely damaging and must be prevented. Providing women with information that is "unbiased, objective, scientific" is necessary to their informed choice. This bill creates a website that is mandated to provide such information. Medical personnel who perform abortions are already required in regulation to explain possible consequences. This bill provides physicians with an optional tool that also provides legal coverage for fulfilling the informed consent requirements—which are already required. This tool will protect both women and doctors.



## SENATOR FRED DYSON

### SB 30 SECTIONAL ANALYSIS (Version S)

*"An Act relating to information and services available to pregnant women and other persons; and ensuring informed consent before an abortion may be performed, except in cases of medical emergency."*

Section 1 FINDINGS language describes the interests and intentions of the Legislature's intervention in this issue. Interests include regulating medical practice, protecting the life and health and choices of pregnant women, and clarifying a physician's requirements to obtain informed consent, which will in turn, conserve legal and judicial resources.

Section 2 directs the Department of Health and Social Services to develop a website designed to assist a pregnant woman with her reproductive choices. This pamphlet will provide resources for women to use in order to make and implement these decisions. The material will include information specific to geographic region, adoption services, counseling, abortion, clinics, medical assistance benefits, requirements for doctors who performs abortions, the father's liability, fetal development, and medical risks/rewards for each procedure option.

Section 3 adds that abortion may not be performed unless informed consent is obtained, as outlined in Section 4. This elevates 12 A.A.C. 40.070 to statute.

Section 4 adds civil liability for a person who performs or induces an abortion without meeting the informed consent provisions. A doctor who prints the website's information and distributes it to the pregnant woman is not liable under this section.

Section 5 states the terms of qualification for consent to an abortion to be informed and voluntary. Medical emergency, as defined in this section, bypasses the informed consent requirements. The pregnant woman or her parent/guardian/etc. will certify the requirements in writing as met. Voluntary informed means: at least 24 hours before the procedure, in an individual and private and confidential setting, the physician will provide information on the women's individual circumstances including the physician's name, gestational estimation of the pregnancy, and the nature and risks of the procedure and its alternatives, and the availability of the website's information.

Section 6 adds to the current abortion reporting law. In preparing the report, the state registrar must require whether or not the pregnant woman received the website's information.

Section 6 provides severability of this legislation.



**SB**

**31**

**SFIN**

**FILE**

# SENATE FINANCE COMMITTEE REPORT

REPORTED OUT  
APR 22 2004  
SENATE FINANCE  
COMMITTEE

DATE: 4/24/03

FURTHER:

DATE TURNED IN TO OFFICE: 22 April 2004

Finance Committee considered

SENATE BILL NO. 31

## SB 31 RAILROAD UTILITY CORRIDOR TO & IN CANADA

"An Act relating to a railroad utility corridor for extension of the Alaska Railroad to Canada and to extension of the Alaska Railroad to connect with the North American railroad system."

and recommends:

- be replaced with \_\_\_\_\_ CS \_\_\_\_\_ (\_\_\_\_\_)
- adopt previous \_\_\_\_\_ CS SB 31 (RES)
- attached amendment(s)
- adopt Letter of Intent by \_\_\_\_\_ Committee
- further referral to \_\_\_\_\_ Committee

**Senate Bill:**

- same title
- new title

**House Bill:**

- same title
- technical title
- new: SCR # \_\_\_\_\_

**NEW FISCAL NOTE(S):**

Department	Date	Fiscal	Zero	FN#
DOT	1/28/04		✓	
DCED-AKRR	1/22/04		✓	
DNR	1/23/04		✓	

**PREVIOUS FISCAL NOTE(S):**

Department	Date	Fiscal	Zero	FN#

APPROPRIATION - no fiscal note

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

APR 22 2004

SENATE FINANCE  
COMM'TEE

# FISCAL NOTE

STATE OF ALASKA  
2004 LEGISLATIVE SESSION

Fiscal Note Number: \_\_\_\_\_  
Bill Version: SB031CSSB(RES)-DOT-  
( ) Publish Date: \_\_\_\_\_

Revision Date/Time (Note if correction): \_\_\_\_\_ Dept. Affected: DOT  
Title Transportation Corridor BRU Administration and Support  
Component Commissioners Office  
Sponsor Cowdery, Wilken  
Requester \_\_\_\_\_ Component No. 530

**Expenditures/Revenues** (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
<b>TOTAL OPERATING</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

<b>CAPITAL EXPENDITURES</b>						
-----------------------------	--	--	--	--	--	--

<b>CHANGE IN REVENUES ( )</b>						
-------------------------------	--	--	--	--	--	--

**FUND SOURCE** (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1007 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
<b>TOTAL</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Estimate of any current year (FY2004) cost: 0.0  
Mark this box (X) if funding for this bill is included in the Governor's FY 2005 budget proposal:

**POSITIONS**

Full-time						
Part-time						
Temporary						

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

Prepared by: John MacKinnon Phone 465-3900  
Division \_\_\_\_\_ Date/Time 1/28/04 4:59 PM  
Approved by: John MacKinnon Date 1/28/2004  
Agency Deputy Commissioner

# FISCAL NOTE

REPORTED OUT

STATE OF ALASKA  
2003 LEGISLATIVE SESSION

APR 22 2004

Fiscal Note Number: \_\_\_\_\_

Bill Version: CSSB 31 (Res)

( Publish Date: \_\_\_\_\_

SENATE FINANCE  
COMMITTEE

Revision Date/Time (Note if correction): \_\_\_\_\_

Dept. Affected: DCED

Title Railroad Utility Corridor to & in Canada BRU Alaska Railroad Corporation

Component \_\_\_\_\_

Sponsor Senator Cowdery

Requester Senate Finance Component No. \_\_\_\_\_

## Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
<b>TOTAL OPERATING</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

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

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

## FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
<b>TOTAL</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Estimate of any current year (FY2003) cost: 0.0

Check this box (X) if funding for this bill is included in the Governor's FY 2004 budget proposal:

## POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

Please see Analysis Continuation.

Prepared by: Wendy Lindskong, Director of External Affairs

Phone 907-265-2498

Division Alaska Railroad Corporation

Date/Time 4/22/04 8:58 AM

Approved by: Engar Blatchford, Commissioner

Date 4/22/2004

Agency Department of Community & Economic Development

FISCAL NOTE

STATE OF ALASKA  
2004 LEGISLATIVE SESSION

BILL NO. CSSB 31 (Res)

ANALYSIS CONTINUATION

The Alaska Railroad Corporation (ARRC) is a public corporation supported by revenues generated through freight, passenger and real estate services. ARRC does not receive state subsidies for operations or capital improvements, but does receive federal grants used primarily for capital projects. At this point, ARRC matches all federal grant appropriations with its internal funds. Should this be the case regarding federal funding appropriated for corridor delineation to the Canadian border and beyond, there will not be a fiscal impact to the State's general fund. There would be a fiscal impact if the State helps ARRC match federal dollars. There have been previous estimates that it would take approximately \$5 million to delineate and survey the corridor from the Alaska Railroad near Fairbanks to the Canadian border.

Additionally, this bill would allow ARRC to investigate extending from the Alaskan border to connect to the North American rail system. At this time, ARRC has not estimated the cost to determine the route and conduct surveys for this corridor section. This bill would also allow ARRC to acquire the right of way in this corridor. We assume that State land would be acquired at no cost to ARRC. Military land could be transferred through working with the state's congressional delegation. However, Native lands would require purchase or granting of easements; at this juncture, we do not have any estimates for such associated costs.

APR 22 2004

SENATE FINANCE  
COMMITTEE

# FISCAL NOTE

STATE OF ALASKA  
2004 LEGISLATIVE SESSION

Fiscal Note Number: \_\_\_\_\_  
Bill Version: SB31CS(RES)-DNR-LSME-  
( ) Publish Date: \_\_\_\_\_

Revision Date/Time: 1/23/04 Dept. Affected: Natural Resources  
Title: Rail/Utility Corridor to and in Canada RDU: Resource Development  
Component: Land Sales and Muni Ent.  
Sponsor: Cowdery  
Requester: (S) FIN Component No.: 2456

**Expenditures/Revenues (Thousands of Dollars)**

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

OPERATING EXPENDITURES	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
<b>TOTAL OPERATING</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

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

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

**FUND SOURCE (Thousands of Dollars)**

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
<b>TOTAL</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Estimate of any current year (FY2004) cost: 0.0  
Check this box (X) if funding for this bill is included in the Governor's FY 2005 budget proposal:

**POSITIONS**

Full-time						
Part-time						
Temporary						

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

This bill authorizes ARR to designate a 500-foot wide transportation corridor from its current northern terminus a Eielson AFB to the Canadian border and to identify rail lands for associated uses. Once the ARR has identified funding and is ready to actually begin construction on part of the designated corridor, DNR is to transfer management authority for a 200 foot wide RR corridor within that segment of the transportation corridor to ARR. Once the railroad has been constructed the bill requires DNR to convey ownership of the 200 foot wide RR corridor and associated rail lands to the ARR. This would total an estimated 7,500 acres of state land for a corridor approximately 268 miles in length.

Prepared by: Bob Loeffler Phone 269-8600  
Division: Mining, Land and Water Date/Time 1/23/04 3:45 PM  
Approved by: Thomas Irwin, Commissioner Date 1/23/04  
Agency: Natural Resources

FISCAL NOTE

STATE OF ALASKA  
2004 LEGISLATIVE SESSION

BILL NO. SB31CS(RES)-DNR-LSME-I

ANALYSIS CONTINUATION

ANALYSIS: (continued)

DNR anticipates a zero fiscal impact to the department as a result of this bill. The bill provides that the ARR will pay for the survey of the railroad and reimburse the department for any reasonable administrative costs associated with the conveyance of the 200 foot RR corridor to the ARR.

SENATE FINANCE COMMITTEE  
4/22/2003 COMMITTEE ACTION

Bill Number	SB 31		
Amendment	move from		
Motion	Committee		
<u>Motion by</u>	Dyson		
<u>Objection by</u>	Bunde		
<u>Removed</u>			
<u>Second Objection by</u>			
<u>Committee Member</u>	<u>Y</u>	<u>Vote</u>	<u>N</u>
Senator Stevens	✓		
Senator Bunde			✓
Senator Dyson	✓		
Senator Hoffman	✓		
Senator Olson	✓		
Co-Chair Green	✓		
Co-Chair Wilken	✓		
<u>Tally</u>			
Yea	6		
Nay	1		
Absent			
<u>MOTION</u>	Pass		

ALASKA STATE LEGISLATURE  
SENATE DISTRICT 0

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**Session:**  
State Capitol Building  
Juneau, AK 99801  
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Toll Free: 1-888-269-3879

**John J. Cowdery**

Senate Rules, Chair  
Senate Transportation Committee, Chair  
World Trade State & Federal Relations, Chair  
State Affairs, Legislative Council

**SECTIONAL ANALYSIS OF CSSB 31 (RES) :**  
(version 23-LS0336\U)

**Section 1** revises the Alaska Railroad Corporation Act, adding sections. The first is AS 42.40.460, addressing the extension of the Railroad to Canada.

The second is AS 42.40.465, which authorizes the ARRC to investigate a rail connection between the Canadian border and North American rail system.

The first section is organized into 11 subsections.

- **Section 1(a)** broadly authorizes ARRC to designate a 500-foot-wide transportation corridor from its current northern terminus at Eielson AFB to the Canadian border and to identify rail land for associated uses. The ARRC is directed to prepare a legal description of these lands.
- **Section 1(b)** lists factors the ARRC must consider when determining the route of the transportation corridor and requires the corporation to consult with interested parties such as gas pipeline proponents.

- **Section 1(c):** Once the ARRC identifies the transportation corridor or rail land, the following steps are mandated by this section:
  1. DNR must consult with ARRC and interested parties to make sure the route minimizes potential adverse effects on a gas pipeline location and operation.
  2. The bill retains DNR as the interim manager with procedural safeguards to protect the future railroad use of the corridor.
  3. Specifically, the land will be reserved by DNR, subject to valid existing rights, and managed by DNR under consultation with ARRC, so as to allow other uses but not obstruct the future railroad or other transportation uses.
  4. DNR and ARRC will begin to identify potential crossing locations.
  5. DNR will retain any revenues arising from use of the land.
  
- **Section 1(d)** establishes the steps that will occur once ARRC has identified funding and is ready to actually begin construction on a part of the designated corridor. DNR transfers management authority for that segment of the corridor to ARRC, again subject to valid existing rights and retaining the right to authorize and manage a gas pipeline in the corridor. ARRC will from that time forward receive any revenues associated with that land except any derived from a gas pipeline. DNR will also retain the ability to identify and reserve the right to establish future crossings subject to section (g) of the bill.
  
- **Section 1(e):** Establishes the steps that will occur once ARRC completes construction of a segment of the rail line. ARRC will provide a survey of a 200-foot corridor, 100 feet on each side of the as-built centerline of track. DNR will use that survey to convey the state's entire interest in that land to ARRC, subject again to valid existing rights and reserving (i) the right to establish future crossings, (ii) the oil and gas and other mineral rights required to be reserved in all state land conveyances under AS 38.05.125, and (iii) the right to authorize a gas pipeline and retain associated revenues. ARRC will pay DNR's administrative costs in making the conveyance. DNR will continue to manage the remaining 300 feet within the original 500-foot reserved corridor as a transportation corridor until no longer needed as such. DNR will also continue to manage any remaining 500-foot corridor (in which ARRC has not begun construction) as a transportation corridor under this section.

- Section 1(f):** This section recognizes the possibility that a natural gas pipeline may be proposed for construction before the railroad extension reaches that level of certainty. The philosophy of the section is that a potential railroad should not be an impediment to a gasline proposed for construction. DNR is required to consult with the corporation before authorizing a gas pipeline across the transportation corridor or associated rail lands. If a railroad improvement has not already been constructed, DNR is authorized to adjust the location of the transportation corridor to accommodate a proposed gas pipeline if it finds this to be in the best interest of the state.
- Section 1(g):** This section balances the ARRC's needs for a safe, efficient, route unhampered by numerous crossings against the need for development of nearby resources and public access across the route. There are existing rights in this area that will be potential crossings, depending on the final rail alignment, and more are likely to be granted by DNR both before and after railroad construction. Both the state and ARRC are protected against liability arising from public uses except to the extent arising from the gross negligence of either of them. DNR, as the agency with a mission to protect public access to public resources, will reserve the right to authorize specific crossings, but only with the concurrence of ARRC that any particular crossing is consistent with safety standards and minimizes its impact on railroad operating efficiency. If DNR authorizes a crossing, it will indemnify ARRC for related liability on that crossing under AS 42.40.420(1)-(3), which applies to public uses of ARRC land in general, however excepting liability arising from ARRC's gross negligence
- Section 1(h):** addresses other related activities ARRC must or may undertake as part of the rail extension. Where any portion of the designated route crosses private land, the corporation can consider whether to exercise its statutory power of eminent domain. Where any portion of the designated route crosses federal land, the corporation must work with federal officials to reclassify and withdraw the land for this purpose. Finally, before federal land is acquired or federal funds are spent, the corporation has to comply with federal law requirements for an EIS.
- Section 1(i):** Relieves the process of delineating, reserving and conveying the lands affected by this section from the requirements of being classified and reclassified under DNR's governing statutes.

- **Section 1(j):** Directs DNR to retain any land previously identified and classified for use as a utility corridor and railroad right-of-way under AS 19.05.122 and manage them as if designated under this section until ARRC notifies DNR those lands are not needed for this transportation corridor.
- **Section 1(k):** Allows ARRC to enter into contracts with all manner of entities to perform the work authorized under this section.

New AS 42.40.465 authorizes ARRC to investigate a rail connection between the Canadian border and the North American railroad system, including the possibility of acquiring land in Canada for supporting this purpose. It also directs ARRC to consider the same factors that are listed under Sec. 1(b) above as it conducts this investigation.

**Section 2:** Repeals former AS 19.05.122, which was originally enacted in 1977 and amended in 1981 and 1999 to authorize the Department of Transportation and Public Facilities to delineate a proposed utility corridor (including a railroad right-of-way) to Canada.

SENATOR  
JOHN J. COWDERY  
Anchorage



Senate

January - May:  
State Capitol, Suite 101  
Juneau, Alaska 99801-1182  
Tel: 907-465-3879  
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May - December:  
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Tel: 907-269-0222  
Fax: 907-269-0223

Senator\_John\_Cowdery@legis.state.ak.us

Committees

Chair: Rules  
Chair: Transportation  
Chair: World Trade &  
State/Federal Relations  
Legislative Council

## **SPONSOR STATEMENT FOR SB 31**

*"An Act relating to a railroad utility corridor for extension of the Alaska Railroad to Canada and for the extension of the Alaska Railroad to connect with the North American Railroad system."*

**G**rowing Alaska's economy and ending a history of boom-and-bust cycles depends on improving our state's transportation infrastructure. The purpose of SB 31 is to advance the inclusion of Alaska in the contiguous North American rail system.

Without appropriating funds, SB 31 authorizes the Alaska Railroad Corp. to delineate a transportation and utility corridor from its terminus at Eielson AFB to the Alaska-Canada border. After survey and full delineation is achieved, state land would be transferred to the railroad fee simple title.

SB 31 also authorizes and encourages the railroad to obtain ownership or a right of way through any other lands, whether federal or private. A separate section authorizes the railroad to investigate further extension in order to make a connection with the North American rail system, logically in British Columbia.

This legislation mandates a 500-foot wide corridor that could allow for other uses such as fiber optic cable or power transmission lines. In addition, the corridor allows for specific railroad-related uses such as sidings, depots and materials storage.

Completing this last transcontinental railroad will benefit the mining, agriculture, tourism, food processing and oil and gas sectors of Alaska's economy. For example, the corridor between Eielson AFB and the border with Canada bisects a proven range of rich mineral potential, including the Pogo Project near Delta Junction.

SB 31 allows the Alaska Railroad to use funds it can obtain – such as from federal appropriations or sale of bonds – to survey and obtain a right of way to the Canadian border.

As world trade grows, this rail connection can only increase Alaska's economic ties with the rest of the nation and North America as a whole.

THE  
FOLLOWING  
DOCUMENT(S)  
ARE  
POOR  
ORIGINAL  
COPIES

ALASKA STATE LEGISLATURE  
SENATE DISTRICT 0

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Juneau, AK 99801  
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John J. Cowdery  
Senate Rules, Chair  
Senate Transportation Committee, Chair  
World Trade State & Federal Relations, Chair  
State Affairs, Legislative Council

**SECTIONAL ANALYSIS OF CS SB 31 (RES) :**

**Section 1** revises the Alaska Railroad Corporation Act, adding two new sections. The first is AS 42.40.460, addressing the extension of the Alaska Railroad to Canada.

The second is AS 42.40.465, which authorizes the ARRC to investigate a rail connection between the Canadian border and North American rail system.

The first section is organized into 11 subsections.

- **Section 1(a)** broadly authorizes ARRC to designate a 500-foot-wide transportation corridor from its current northern terminus at Eielson AFB to the Canadian border and to identify rail land for associated use. The ARRC is directed to prepare a legal description of these lands.
- **Section 1(b)** lists factors the ARRC must consider when determining the route of the transportation corridor and requires the corporation to consult with interested parties such as gas pipeline proponents.

- **Section 1(c):** Once the ARRC identifies the transportation corridor or rail land, the following steps are mandated by this section:
  1. DNR must consult with ARRC and interested parties to make sure the route minimizes potential adverse effects on a gas pipeline location and operation.
  2. The bill retains DNR as the interim manager with procedural safeguards to protect the future railroad use of the corridor.
  3. Specifically, the land will be reserved by DNR, subject to valid existing rights, and managed by DNR under consultation with ARRC, so as to allow other uses but not obstruct the future railroad or other transportation uses.
  4. DNR and ARRC will begin to identify potential crossing locations.
  5. DNR will retain any revenues arising from use of the land.
  
- **Section 1(d)** establishes the steps that will occur once ARRC has identified funding and is ready to actually begin construction on a part of the designated corridor. DNR transfers management authority for that segment of the corridor to ARRC, again subject to valid existing rights and retaining the right to authorize and manage a gas pipeline the corridor. ARRC will from that time forward receive any revenues associated with that land except any derived from a gas pipeline. DNR will also retain the ability to identify and reserve the right to establish future crossings subject to section (g) of the bill.
  
- **Section 1(e):** Establishes the steps that will occur once ARRC completes construction of a segment of the rail line. ARRC will provide a survey of a 200-foot corridor, 100 feet on each side of the as-built centerline of track. DNR will use that survey to convey the state's entire interest in that land to ARRC, subject again to valid existing rights and reserving (i) the right to establish future crossings, (ii) the oil and gas and other mineral rights required to be reserved in all state land conveyances under AS 38.05.125, and (iii) the right to authorize a gas pipeline and retain associated revenues. ARRC will pay DNR's administrative costs in making the conveyance. DNR will continue to manage the remaining 300 feet within the original 500-foot reserved corridor as a transportation corridor until no longer needed as such. DNR will also continue to manage any remaining 500-foot corridor (in which ARRC has not begun construction) as a transportation corridor under this section.

- Section 1(f):** This section recognizes the possibility that a natural gas pipeline may be proposed for construction before the railroad extension reaches that level of certainty. The philosophy of the section is that a potential railroad should not be an impediment to a gasline proposed for construction. DNR is required to consult with the corporation before authorizing a gas pipeline across the transportation corridor or associated rail lands. If a railroad improvement has not already been constructed, DNR is authorized to adjust the location of the transportation corridor to accommodate a proposed gas pipeline if it finds this to be in the best interest of the state.
- Section 1(g):** This section balances the ARRC's needs for a safe, efficient, route unhampered by numerous crossings against the need for development of nearby resources and public access across the route. There are existing rights in this area that will be potential crossings, depending on the final rail alignment, and more are likely to be granted by DNR both before and after railroad construction. Both the state and ARRC are protected against liability arising from public uses except to the extent arising from the gross negligence of either of them. DNR, as the agency with a mission to protect public access to public resources, will reserve the right to authorize specific crossings, but only with the concurrence of ARRC that any particular crossing is consistent with safety standards and minimizes its impact on railroad operating efficiency. If DNR authorizes a crossing, it will indemnify ARRC for related liability on that crossing under AS 42.40.420(1)-(3), which applies to public uses of ARRC land in general, however excepting liability arising from ARRC's gross negligence
- Section 1(h):** addresses other related activities ARRC must or may undertake as part of the rail extension. Where any portion of the designated route crosses private land, the corporation can consider whether to exercise its statutory power of eminent domain. Where any portion of the designated route crosses federal land, the corporation must work with federal officials to reclassify and withdraw the land for this purpose. Finally, before federal land is acquired or federal funds are spent, the corporation has to comply with federal law requirements for an EIS.
- Section 1(i):** Relieves the process of delineating, reserving and conveying the lands affected by this section from the requirements of being classified and reclassified under DNR's governing statutes.

- **Section 1(j):** Directs DNR to retain any land previously identified and classified for use as a utility corridor and railroad right-of-way under 19.05.122 and manage them as if designated under this section until ARRC notifies DNR those lands are not needed for this transportation corridor.
- **Section 1(k):** Allows ARRC to enter into contracts with all manner of entities to perform the work authorized under this section.

New AS 42.40.465 authorizes ARRC to investigate a rail connection between the Canadian border and the North American railroad system, including the possibility of acquiring land in Canada for supporting this purpose. It also directs ARRC to consider the same factors that are listed under Sec. 1(b) above as it conducts this investigation.

**Section 2:** Repeals former AS 19.05.122, which was originally enacted in 1971 and amended in 1981 and 1999 to authorize the Department of Transportation and Public Facilities to delineate a proposed utility corridor (including a railroad right-of-way) to Canada.

Suggested Changes Provided by  
Phyllis Johnson - U.P. Sen. Taylor  
23-LS0336U 5/7/03

**CS FOR SENATE BILL NO. 31(RES)**

**IN THE LEGISLATURE OF THE STATE OF ALASKA**

**TWENTY-THIRD LEGISLATURE - FIRST SESSION**

**BY THE SENATE RESOURCES COMMITTEE**

**Offered: 4/24/03  
Referred: Finance**

**Sponsor(s): SENATORS COWDERY, Wilken**

**A BILL**

**FOR AN ACT ENTITLED**

1 "An Act relating to a transportation corridor for extension of the Alaska Railroad to  
2 Canada and to extension of the Alaska Railroad to connect with the North American  
3 railroad system."

4 **BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:**

5 \* Section 1. AS 42.40 is amended by adding new sections to article 5 to read:

6 **Sec. 42.40.460. Extension of the Alaska Railroad.** (a) The corporation may  
7 delineate a proposed transportation corridor between the existing railroad utility  
8 corridor of the Alaska Railroad and the border of Alaska and Canada. The  
9 transportation corridor shall be 500 feet wide except where, in the corporation's  
10 discretion, physical obstacles or private land ownership patterns make a narrower  
11 transportation corridor appropriate. The transportation corridor may be designated for  
12 a use identified under AS 38.35.020(a) or AS 42.40.350(b), and, subject to this  
13 section, other transportation and utility uses. The corporation may also identify land *To lease*  
14 for use as rail land that can be developed for terminal, station, and maintenance

1 facilities, switching yards, and other purposes associated with the transportation  
 2 corridor. The corporation shall prepare a complete legal description of the proposed  
 3 transportation corridor and the rail land identified under this subsection. *Such lands*  
 4 *shall be leased by the department to the Corporation.*

(b) In performing the work authorized by (a) of this section, the corporation in  
 5 consultation with interested parties shall consider the following factors:

6 (1) safety;

7 (2) grade and alignment standards that are commensurate with rail and  
 8 ~~utility~~ construction standards and that minimize the prospect of at-grade railroad and  
 9 highway crossings;

10 (3) availability of construction materials;

11 (4) effects on and service to adjacent communities and potential  
 12 intermodal transportation connections;

13 (5) environmental concerns;

14 (6) use of public land to the maximum degree possible;

15 (7) minimization of probable construction costs;

16 (8) the location of and the opportunity to obtain access to identified  
 17 natural resources that could contribute significantly to the economic development of  
 18 the state and Canada;

19 (9) avoidance of possibly unstable ground due to thawing of frozen  
 20 soils; and

21 (10) prior and established traditional uses.

22 (c) If the corporation identifies all or a portion of the proposed transportation  
 23 corridor or associated rail land and if the Department of Natural Resources, after  
 24 consultation with the corporation and potentially affected parties, finds that the  
 25 location of the proposed transportation corridor and associated rail land minimizes  
 26 adverse effects on existing and potential rights-of-way and land uses associated with  
 27 the location, construction, and operation of a gas pipeline in a manner that is in the  
 28 best interest of the state,

29 (1) the Department of Natural Resources shall reserve the  
 30 transportation corridor and associated rail land across state land identified by the  
 31 corporation, subject to valid existing rights and provisions of this section:

*retain unfettered discretion regarding the use of these lands, but will* 23-LS0336U

1 (2) the department shall continue to manage the land reserved under  
2 (1) of this subsection; the department shall consult with the corporation before  
3 disposing of an interest in land within the transportation corridor and associated rail  
4 land; the department <sup>MAY</sup> (shall) condition authorizations for activities on the reserved land  
5 to <sup>encourage</sup> (protect) the right of the corporation to construct the railroad or other <sup>public</sup> uses identified  
6 for the land;

7 (3) the department and the corporation shall cooperate to identify, on a  
8 continuing basis and to the extent practicable, the potential crossings for economic  
9 development and public access along the land reserved for the transportation corridor  
10 and associated rail <sup>land</sup> land; and

11 (4) while the land is reserved for the transportation corridor and  
12 associated rail <sup>land</sup> land under this subsection, the department <sup>shall</sup> (may) retain money received  
13 from disposal or third-party use of the land.

14 (d) If the corporation notifies the Department of Natural Resources that the  
15 corporation will begin construction of a railroad improvement on a segment of the  
16 transportation corridor or associated rail <sup>land</sup> land and the corporation has identified a  
17 source of funding for the construction, then, as of the beginning of construction of that  
18 segment, the department <sup>MAY</sup> (shall) delegate authority to manage land within that segment  
19 of the transportation corridor and associated rail <sup>land</sup> land to the corporation, including the  
20 authority to authorize or permit use of the land by third parties under the provisions of  
21 this chapter, subject to

- 22 (1) valid existing rights; and
- 23 (2) the authority of the department to
  - 24 (A) identify and reserve rights-of-way for potential future
  - 25 crossings under (g) of this section; and
  - 26 (B) after consultation with the corporation, identify, reserve,
  - 27 authorize, and manage land within the transportation corridor and associated
  - 28 rail <sup>land</sup> land for future right-of-way leases and uses under AS 38.35.

29 (e) Upon completion of construction of the railroad improvement on all or a  
30 portion of the reserved transportation corridor or associated rail <sup>land</sup> land,  
31 (1) the corporation shall, without cost to the Department of Natural

1 Resources, provide the department with a survey of the state land within a 200-foot  
2 corridor, 100 feet on each side of the as-built centerline of track, and the associated

3 ~~land~~ (rail) land *used for specific RR purposes;* a Right of Way  
4 (2) the Department of Natural Resources shall convey ~~the state's entire~~ *& easement*  
5 interest] in the land within the boundaries of the survey to the corporation, subject to  
6 valid existing rights, and reserving ~~to the state~~ *the remainder state, including in addition that*  
7 AS 38.05.125 ~~(B)~~ *the* the right of the department to identify and reserve rights-of-way for  
8 potential future crossings under (g) of this section; and ~~(B)~~ *the* the authority of the  
9 department to identify, reserve, authorize, and manage land within the transportation  
10 corridor and associated rail ~~land~~ *Right of way & easement* for future right-of-way leases and uses under  
11 AS 38.35; the conveyance of ~~land~~ *the right of way & easement* under this paragraph shall be without cost to the  
12 corporation except for the direct administrative costs of the department;

13 ~~(3)~~ *Deleted* the Department of Natural Resources shall assign any existing  
14 contracts within that segment of the transportation corridor and associated rail land to  
15 the corporation; the corporation may thereafter retain the revenue from the conveyed  
16 land; the department shall prorate revenue from contracts affecting both conveyed and  
17 un conveyed land;

18 (4) the remaining state land in a segment of the transportation corridor  
19 in which the corporation has received a conveyance under this section shall be  
20 managed by the Department of Natural Resources as a transportation corridor unless  
21 the department determines the land is no longer needed for that purpose; and

22 (5) the remaining segments of the transportation corridor in which the  
23 corporation has not completed construction and any associated state land designated as  
24 rail land shall continue to be managed by the Department of Natural Resources as a  
25 transportation corridor and associated rail land under (c) and (d) of this section.

26 (f) Notwithstanding other provisions of this section, before the Department of  
27 Natural Resources grants a gas pipeline right-of-way lease under AS 38.35.020(a)  
28 across a transportation corridor or associated rail ~~land~~ *Right of way or easement* delineated, identified, reserved,  
29 or conveyed under this section, the department shall consult with the corporation; if a  
30 railroad improvement has not been constructed on a segment of the transportation  
31 corridor or associated rail ~~land~~ *Right of way or easement* that is crossed by the proposed gas pipeline right-of-

1 way, the department may adjust the location of the transportation corridor or  
2 associated rail <sup>(ROW, easement)</sup> (land) if the department finds that relocation of the transportation  
3 corridor or associated rail <sup>(ROW, easement)</sup> (land) to accommodate the proposed gas pipeline right-of-way  
4 is in the best interest of the state.

5 (g) In delegating management authority over or conveying <sup>a right of way</sup> [all or a portion of  
6 state land] to the corporation, the Department of Natural Resources shall reserve the  
7 right to authorize, by lease, permit, or other method, a person to cross or construct  
8 access across the transportation corridor and associated rail <sup>(ROW & Easement)</sup> (land) however, before  
9 authorizing a crossing or construction of access, the department shall obtain  
10 concurrence from the corporation that the proposed crossing or construction is  
11 consistent with applicable safety standards and, to the extent practical, minimizes  
12 effects on railroad operating efficiency [Neither the corporation nor the state is liable  
13 for claims arising from public use of the transportation corridor and associated rail  
14 <sup>(ROW & easement)</sup> (land) except to the extent the claims arise from the gross negligence of the state, the  
15 corporation, their employees, or their contractors, respectively.] The department shall  
16 indemnify the corporation consistent with AS 42.40.420(1) - (3) for claims or related  
17 litigation arising from an authorization issued by the department under this section.  
18 [except to <sup>delete</sup> the extent the claims arise from the gross negligence of the corporation, its  
19 employees, or its contractors.]

20 (h) The corporation shall,

21 (1) as the corporation considers appropriate, exercise its authority  
22 under this chapter to acquire rights-of-way across land within the transportation  
23 corridor and associated rail land that is subject to the corporation's power of eminent  
24 domain;

25 (2) upon delineation of the transportation corridor and identification of  
26 associated rail <sup>(ROW & easement)</sup> (land) expeditiously work with federal officials to secure reclassification  
27 and withdrawal of federal land for reservations and rights-of-way across the federal  
28 land for use as transportation corridor and rail <sup>(ROW & easements)</sup> (land) and

29 (3) before undertaking acquisition of federal land or expending federal  
30 funds, prepare a report evaluating the effects of construction of an extension of the  
31 Alaska Railroad across federal land; the statement must satisfy the requirements for an

1 environmental impact statement under 42 U.S.C. 4332.

2 (i) The requirements of AS 38.04.065 and 38.05.300, relating to classification  
3 and reclassification of land, are inapplicable to actions taken by the Department of  
4 Natural Resources under this section.

5 (j) The Department of Natural Resources shall retain the classifications and  
6 reservations of land identified for use as a proposed utility corridor and railroad right-  
7 ~~of-way~~ <sup>way</sup> under former AS 19.05.122 until the corporation informs the department in  
8 writing that the land is not needed by the corporation for a utility corridor. If, under  
9 (a) of this section, the corporation includes land identified under former AS 19.05.122  
10 as part of the proposed transportation corridor, the department shall manage that land  
11 under provisions of this section.

12 (k) To complete the work authorized by this section, the corporation may enter  
13 into agreements relating to the work with the federal government, an agency or  
14 instrumentality of the state, a municipality, or a private organization.

15 **Sec. 42.40.465. Extension of the Alaska Railroad to connect with the**  
16 **North American railroad system.** (a) The corporation may investigate extension of  
17 the Alaska Railroad from the border of Alaska and Canada to connect with the North  
18 American railroad system. The corporation may acquire land or interests in land in  
19 Canada as the corporation considers appropriate for the development, construction,  
20 and operation of an extension of the Alaska Railroad to connect with the North  
21 American railroad system.

22 (b) In performing the work authorized by (a) of this section, the corporation  
23 shall consider the following factors:

24 (1) safety;

25 (2) grade and alignment standards that are commensurate with rail and  
26 utility construction standards and that minimize the prospect of at-grade railroad and  
27 highway crossings;

28 (3) availability of construction materials;

29 (4) effects on and service to adjacent communities and potential  
30 intermodal transportation connections;

31 (5) environmental concerns;

- 1                   (6) use of public land to the maximum degree possible;
- 2                   (7) minimization of probable construction costs;
- 3                   (8) the location of and the opportunity to obtain access to identified
- 4 natural resources that could contribute significantly to the economic development of
- 5 the state and Canada;
- 6                   (9) avoidance of possibly unstable ground due to thawing of frozen
- 7 soils; and
- 8                   (10) prior and established traditional uses.

9 \* Sec. 2. AS 19.05.122 is repealed.

## Questions and Issues Explained

### Subject: SB 31 establishing a transportation corridor to Canada

*Summary statement: Under SB 31 (RES), the Department of Natural Resources (DNR) will not convey all rights. It will reserve oil and gas mineral rights, the right to get people and commerce across the railroad, and the right to authorize a gas pipeline. DNR will have to consult with the Alaska Railroad Corporation (ARRC) on access issues to ensure applicable safety standards are met.*

#### **Gas Pipeline Application: If the Railroad and gas pipeline are placed in the same corridor, which project is predominant? How will tariffs and crossing issues be handled?**

The gas pipeline project takes first priority. SB 31 (RES) would require ARRC to coordinate with potential gas line developers to ensure optimal location for a pipeline. DNR will reserve the right to authorize the gas pipeline. DNR will also retain all tariffs and lease revenues related to the gas pipeline. The decision to cross the railroad right-of-way would be up to DNR but the crossing would have to comply with federal and other applicable safety standards. The crossing would have to maintain the integrity of the railroad and the crossing cost would have to be borne by the pipeline developers.

#### **Surface vs subsurface rights: Would the Railroad receive subsurface rights to resources under SB 31 (RES)?**

Under SB 31 (RES) ARRC would not receive subsurface rights other than sand and gravel. ARRC would receive these rights only to a 200-foot right-of-way within the larger 500-foot corridor. ARRC would also receive surface rights to additional rail lands needed to accommodate such needs as maintenance, yards, transfer facilities, crew housing etc.

#### **Easement vs. Fee Simple Title: Why does ARRC need fee simple title to the land?**

ARRC believes fee simple title to the lands it will receive is necessary for the following reasons:

Safety/Control: Railroad exclusivity enhances safety to the required federal limits. Control of the land gives the Railroad the ability to properly establish crossings to account for safety, to protect interstate commerce, and to reduce risk. All these factors contribute to increased transit time.

Revenue: Land revenue has been the key to the success of the Alaska Railroad. The revenue from real estate allows the Railroad to augment revenues from operations so the ARRC can support its operation and maintenance bills without having to seek state subsidies.

1/29/2004 7:16 AM

Prepared by the Alaska Railroad

**When would DNR transfer the land to ARRC? The concern was "What if the state prematurely transfers land to the railroad and the project is never built?"**

The DNR would not convey any land to ARRC until an as-built survey of the centerline and 200-foot right-of-way (100 feet on either side of centerline) is provided to the Department. DNR would continue to manage the remaining 300 feet as a transportation corridor until and unless the Department determines it is no longer needed for that purpose.

**Protecting Access for Alaskans:**

Even though SB 31 (RES) would give ARRC fee simple title to the land, the DNR protects valid existing rights and maintains authority to identify future potential crossings.

**How wide should the corridor be?**

How close can you place a gas pipeline to a railroad? Is a 500-foot corridor too narrow to accommodate both projects? The Railroad currently has a 200-foot right-of-way and believes this is a sufficient width to protect its safety and commerce considerations. The width for the larger corridor should be decided in consultation with gas pipeline and other project developers and could, if necessary, be added later.

**How do we minimize the impact a 500-foot corridor could have on a community?**

SB 31 (RES) gives ARRC the ability to delineate a 500-foot wide transportation corridor UNLESS topographic obstacles, land and community ownership patterns prevent that width.

# Fairbanks Daily News-Miner

## Rail talk picks up steam

By TOM MORAN

Friday, January 16, 2004 - News-Miner Juneau Bureau

JUNEAU--The construction of a natural gas pipeline--along with political developments in both the United States and Canada--could help spur an extension of the Alaska Railroad to the Lower 48, according to Gov. Frank Murkowski and the other speakers at a Thursday railroad conference in Juneau.

"It's an extraordinary opportunity for both our governments," Murkowski told assembled officials from both countries. "It's a rare opportunity to do things right."

Murkowski was one of the keynote speakers at Thursday's "Connecting Resources, Building for the Future" conference on a railroad extension. He argued that construction of a gas pipeline running down the Alaska Highway would present the perfect opening for an extension of the Alaska Railroad--currently it terminates at Eielson Air Force Base--to the continental rail system in British Columbia, about 1,100 miles away.

Though there is no gas pipeline in the works, Murkowski is optimistic that market forces and legislation will lead to a pipeline project being announced in the near future.

Murkowski and other speakers called the railroad extension a way to provide access and transportation support for oil and gas, mining, tourism and other industries. The corridor also could include fiber optic and electric lines.

"What we're talking about is providing access to the northwest region in a way that's never been there before," Alaska Railroad president Pat Gamble said.

Alaska could get a head start on the railroad extension if the state's congressional delegation comes up with the \$300 million or so to extend the railroad about 70 miles to the Fort Greely area for military purposes. Former North Pole Rep. Jeannette James, who now serves as a railroad adviser for Murkowski, said U.S. Sen. Ted Stevens supports the extension to provide support for the U.S. Army's new Stryker brigade.

Murkowski wasn't optimistic when asked whether that money might be coming this year. But he said the possibility is "much closer than it has been."

Where the money would come from for the whole route--James said one cost estimate is \$2.75 million per mile, or about \$3 billion for the whole project--is a large question mark, with many of the delegates to the conference arguing that private and public interests in both countries could work together to find funds once the project is proven feasible.

"I don't even think about where the money's coming from at this time," James said.

Murkowski noted that with U.S. Rep. Don Young, R-Alaska, as head of the House Transportation Committee, it is more likely that federal legislation could be crafted to finance the project--another reason Murkowski argued the time to act is now, before Young's chairmanship ends.

Young staffer Glenn Scammel told the crowd that a bill introduced by Young and working its way through committees would, in its current form, provide \$35 billion in low-interest federal loans to railroads, which could be used for a rail link.

"(Young's) very interested in every effort that can be made to complete this rail connection," Scammel said.

Another development that could spur on the railroad is the takeover of British Columbia's rail system by the huge Canadian National Railway Corp., putting a more powerful company in charge of the rail that would link to an Alaska line.

"What this brings is a lot more equity, a lot more operating experience, a lot more interconnectivity with the railroads in British Columbia," said Greg Halsey-Brandt, B.C.'s minister of state for Intergovernmental Relations.

The biggest holdup for a rail link right now, speakers said, is in Ottawa. Back when he was a senator, Murkowski sponsored a bill to establish a joint U.S.-Canada commission to study a rail line. The bill was passed and \$6 million appropriated for the group—but the Canadian side has yet to respond.

"They just haven't been enthusiastic" about the idea, said Larry Bagnell, Yukon representative to the Canadian Parliament.

But Bagnell and other Canadians said they have had positive responses from new Prime Minister Paul Martin, who was inaugurated last month.

"He is certainly a strong supporter of this project," he said. "It indicates, at the highest level, there is the political will to succeed."

Regional Canadian officials at the conference all promised support for the proposed link. Both they and many of the Americans urged everyone there to put pressure on central Canadian leadership to respond to the request to start a commission and get started on a feasibility study for the rail line. Such a study would be the key to finding funding for the project, they said.

"That's the first step," James said.

Murkowski said it would take both lobbying and international cooperation to get the project off the ground.

"We need to draw in our federal governments on this issue," he said. "Without them working in concert, we'll be spinning our wheels."

Reporter Tom Moran can be reached at [tmoran@newsminer.com](mailto:tmoran@newsminer.com) or (907) 463-4893.

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## Murkowski: Time to extend railroad is now

**RESOURCES: Alaska governor meets with Canadians on projects.**

The Associated Press

(Published: January 17, 2004)

JUNEAU -- Gov. Frank Murkowski told a railroad conference that construction of a natural gas pipeline could help spur an extension of the Alaska Railroad to the Lower 48.

"It's an extraordinary opportunity for both our governments," Murkowski told assembled officials from the United States and Canada. "It's a rare opportunity to do things right."

Murkowski was one of the keynote speakers at Thursday's "Connecting Resources, Building for the Future" conference on a railroad extension.

Murkowski said construction of a gas pipeline running down the Alaska Highway would present the perfect opening for an extension of the Alaska Railroad, according to the Fairbanks Daily News-Miner.

The line currently ends at Eielson Air Force Base near Fairbanks. But it could be extended to the continental rail system in British Columbia, about 1,100 miles away.

Though there is no gas pipeline in the works, Murkowski is optimistic that market forces and legislation will lead to a pipeline project being announced in the near future.

Murkowski and other speakers called the railroad extension a way to provide access and transportation support for oil and gas, mining, tourism and other industries. The corridor also could include fiber optic and electric lines.

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Gov. Frank Murkowski, right, and Yukon Premier Dennis Fentie discussed a proposed Alaska-Canada transportation corridor and the development of an Alaska-Canada rail connection during a one-day summit on the issue Thursday in Juneau. (Photo by Al Grillo / The Associated Press)

[Click on photo to enlarge](#)

But Murkowski wasn't optimistic that money might be coming this year.

James said the project could cost about \$3 billion.

Murkowski noted that with Rep. Don Young, R-Alaska, as head of the House Transportation Committee, it is more likely that federal legislation could be crafted to finance the project.

Murkowski argued the time to act is now, before Young's chairmanship ends.

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**The New York Times**  
**8/12/2001**

**All Aboard, Vladivostok! A Dream Is Growing**  
**By JAMES BROOKE**

**DATELINE: WHITEHORSE, Yukon Territory Aug. 10**

The motorman of a tourist trolley near the Klondike-era train depot here dreams of a day when passengers and freight roll out of this old rail terminus destined for such places as Fairbanks, Shanghai and London.

"If the Panama Canal was physically feasible, this one would be a snap," said Mike LaForet, of the century-old dream to link Asia and North America by steel rail. "With the Soviet breakup, the Americans and the Russians are not enemies, they are customers."

Although the narrow-gauge gold rush line, the White Pass & Yukon Route, stopped running here from the Pacific Coast in 1982, railroading is again the talk of northern North America.

This week, a proposal to build 900 miles of track linking Canada and Alaska was debated in Calgary at a two-day meeting attended by business and political leaders from Alaska and western Canada. The meeting built on a bill, the Rails to Resources Act, signed into law in December by President Clinton. The bill authorized spending \$6 million to study the creation of a northern rail link and called for establishing a binational commission to study establishing a line from northern British Columbia to Fairbanks.

"The rail link was very enthusiastically received here in Calgary," Jeannette James, an Alaskan State Representative, said by telephone today after the two days of talks. Now, Ms. James said, the idea is winning new momentum as engineers discuss using a railroad right of way to bury part of a natural gas pipeline that oil companies plan to run from Alaska to Alberta, tapping the gas reserves of the Prudhoe Bay region.

In Calgary this week economic development officials said that joining Yukon and Alaska with southern Canada and the lower 48 states would cut prices of goods sold in the north and would also open up certain mineral and energy deposits for development.

With railroad talk turning serious in this old rail town, conversation turns to what people here call "the second stage": drilling a tunnel below the Bering Strait to link Alaska and Russia by rail. The Yukon's lone member of Parliament and a backer of a Yukon-Alaska link, Larry Bagnell, cautioned against loose talk about a Russia link, saying, "It would get the guys who are against the railroad to Alaska to say you are dreaming in Technicolor."

But with Canadian newspapers publishing maps showing how a rail link could arc from British Columbia to Siberia, railroad people in Russia and North America are seriously mulling the idea.

On the Russian side, Viktor Razbegin, director of the state-run Center for Regional Transport Projects in Moscow, has endorsed the proposal in several interviews. Mr. Razbegin estimates that a Russia-North America rail link would cut trans-Pacific shipping times by up to two weeks and could carry 30 billion tons of cargo a year. He has estimated that the overall cost, including a tunnel under the Bering Strait, would cost \$50 billion. On the Russian side, 2,000 miles of track would have to be laid from the Baikal-Amur Railroad to the Bering Strait. On the Alaskan side, about 750 miles of track would have to be laid from the strait to Fairbanks.

Overall, Russia's government increasingly sees its continental land mass as a lucrative transportation corridor.

In February, Russia embarked on a liberalized over-flight policy, hoping to garner \$300 million annually by 2010 in fees for commercial jets on transpolar routes between North America and Asia. In

Provided by Sen. Cowdery

In addition, Russia is promoting a summertime shortcut for ships through the Arctic that links the Barents Sea with the Bering Strait.

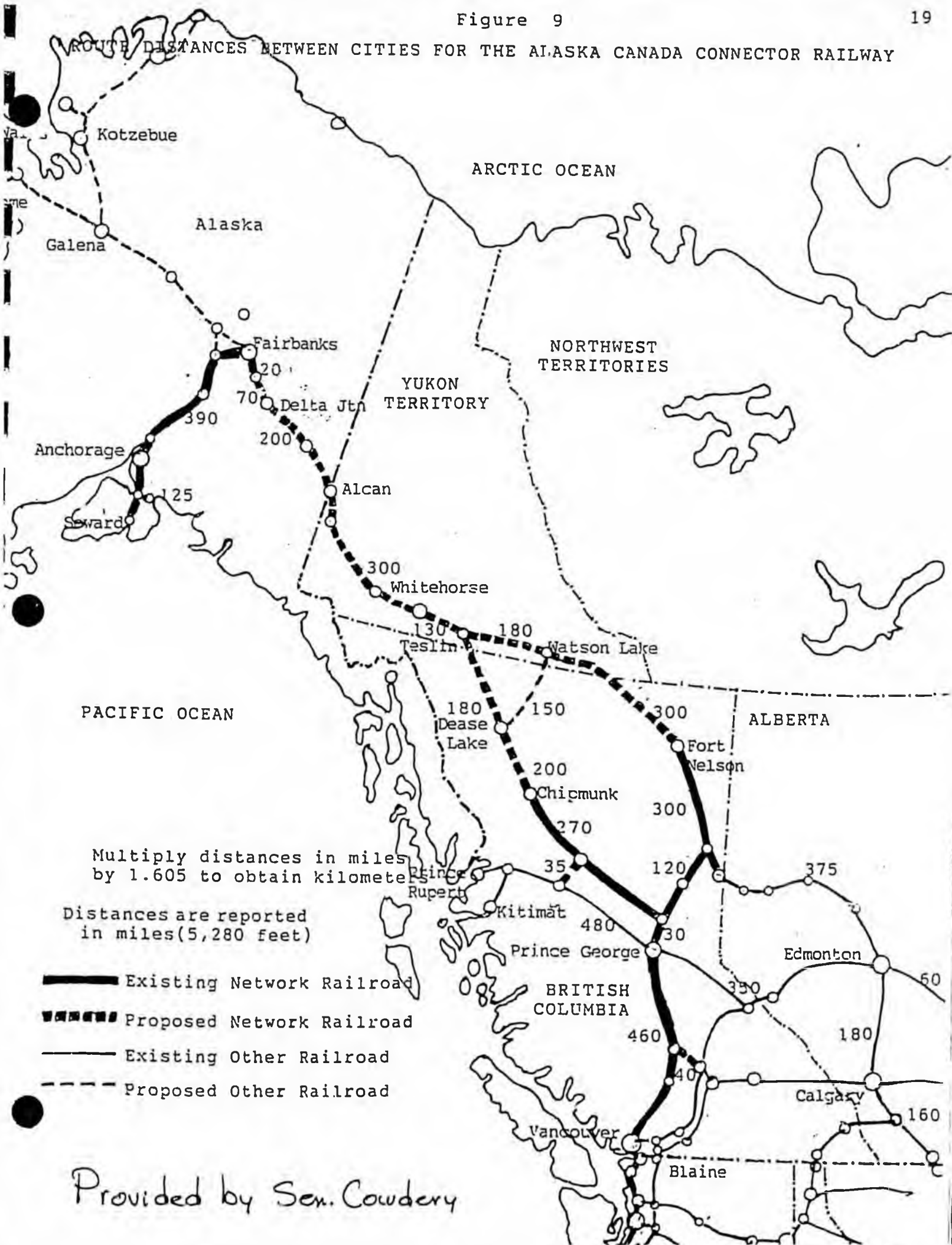
On the Alaskan side, caution is the official watchword.

"Linking Asia and North America by a transportation route under the Bering Strait has tremendous appeal, but there is no infrastructure linking either side," said Robert King, spokesman for Alaska's governor, Tony Knowles, a Democrat. Recalling a visit to the Trans-Siberian Pacific terminus in Vladivostok, Mr. Knowles added, "One can sense the allure to such a link, but it's a lot of track to lay between Vladivostok and British Columbia."

action.

"We don't even want to talk about that at this point," said Robert Frontiero. "We're trying to get through the memorials. That's what on our mind."

ROUTE DISTANCES BETWEEN CITIES FOR THE ALASKA CANADA CONNECTOR RAILWAY



Provided by Sen. Coudery



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March 25, 2003

Senator John Cowdery  
State Capitol, Suite 101  
Juneau, Alaska  
99801-1182

Dear Senator Cowdery,

I would like to thank you for your letter of February 28 regarding the Canada/Alaska railway link. As you may know, I share your strong enthusiasm for this project, which will benefit the economy and the people of our two great lands.

I am delighted you are proceeding with the steps required to bring your railroad to the Yukon border. In my opinion, the sooner we can link this to the Canadian railroad system's northern terminus in B.C., the better. There is tremendous potential for resource and tourism development in both Yukon and Alaska.

I will certainly make sure you are up-to-date with any news or information I receive and/or distribute regarding the rail project.

Sincerely,

Larry Bagnell, M.P.  
Yukon

c.c. The Hon Bill Graham  
The Hon. Ralph Goodale  
The Hon. Herb Dhaliwal  
The Hon. Robert Nault

and Dale Hull

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# Fairbanks Industrial Development Corporation

April 12, 2001

Representative Jeanette James  
Alaska State Legislature  
State Capitol (MS 3100)  
Juneau, Alaska 99801-1182


Dear Representative James:

Recently, the Board of Directors of Fairbanks Industrial Development Corporation voted to make the extension of the Alaska Railroad to the Canadian border one of our long-term goals. We feel this project is essential to the future of economic growth in Alaska.

We strongly support the legislation you have initiated regarding the railroad. When you return to Fairbanks and your schedule allows, we would certainly appreciate an opportunity to meet with you and discuss how FIDC can assist your efforts.

If our organization can be of any assistance to you in this matter please feel free to contact me at 452-2185.

Sincerely,

  
Dean M. Owen  
Executive Director

# PNWER

## PNWER Resolution 2000 – 3

Re: Support for a U.S. – Canada Cooperative Feasibility Study of Extending the North American Rail System through British Columbia, the Yukon Territory, and to Alaska

Whereas PNWER was created in 1991 by statute by the states of Alaska, Idaho, Montana, Oregon, Washington and the Canadian provinces of British Columbia, Alberta, and the Yukon Territory for the purposes of enhancing trade and economic development throughout the Northwest; and,

Whereas, transportation linkages are vital to the economy of the entire region; and,

Whereas, rail transportation is the most cost effective long distance method of overland transportation; and,

Whereas, rail transportation is an essential component of the North American inter-modal transportation system; and,

Whereas, rail transportation is energy efficient, capable of moving goods three to nine times as far as highway transportation with a given amount of fuel; and,

Whereas, rail transportation systems allow controlled access and reduced overall impacts to environmentally sensitive regions; and,

Whereas, rail transportation remains an important component of national and continental defense planning; and,

Whereas, the continental rail system cannot be said to be complete until it includes all states, provinces and territories; and,

Whereas, the Government of Alaska recently enacted legislation to reauthorize the delineation and acquisition of a rail transportation corridor from the present terminus of the Alaska Railroad to the Alaska-Yukon border; and,

Whereas, Alaska, the Yukon Territory, and British Columbia contain extensive oil and gas, mineral and timber resource reserves that currently are inaccessible, and require bilateral cooperation in the development of freight transportation infrastructure to facilitate their utilization for the benefit of the United States and Canada; and,

Whereas, northern rail transportation may provide significant potential for the visitor industry by facilitating the comfortable movement of passengers over long distances while minimizing the impact of such movement on the surrounding environment; and,

Provided by Sen. Cowdery

**PNWER Resolution 2000 – 3, continued**

Whereas, ongoing research and advancement in rail technology continues to increase the efficiency of rail transportation, ensure rail safety, and decrease the impact of rail transportation on the environment,

Therefore, be it resolved, that the Pacific NorthWest Economic Region (PNWER) call upon the U.S. and Canada to engage in a cooperative feasibility study to examine the costs and benefits of constructing a rail connection to link both Alaska and the Yukon Territory via northern British Columbia with the existing North American rail system; and,

Be it further resolved that a bilateral commission representing local governments, business interests, and aboriginal stakeholders be created to define the goals and objectives for the cooperative feasibility study, and to report the results of the study to the appropriate governmental entities of Canada and the U.S., and,

Be it further resolved that funding for operation of the bilateral commission and for the conduct of the cooperative feasibility study should be considered a priority by the federal, state, provincial and territorial governments; and,

Be it further resolved that copies of this resolution shall be disseminated to local, provincial, territorial, state and federal governments in the PNWER region.

**PNWER Annual Meeting, Post Falls, Idaho, June 27<sup>th</sup>, 2000**

FT. NELSON & DISTRICT CHAMBER OF COMMERCE

CERTIFIED RESOLUTION:  
CANADA - ALASKA RAILROAD LINK

MOVED, SECONDED & CARRIED

WHEREAS, the State of Alaska is interested in pursuing development of a rail link between Alaska and the contiguous United States; and

WHEREAS rail transportation is a cost effective and energy efficient method of overland transportation; and

WHEREAS such a link would open new resource rich areas of both the Yukon Territory and Alaska, provide for new inexpensive freight options both into and out of the North, and allow for realization of new opportunities in the field of tourism in response to changing demand by visitors; and

WHEREAS past effort has succeeded in establishing right of way tenure to varying degrees along various route options, and these may be utilized to some degree for the delineation and acquisition of a rail transportation corridor;

THREFORE BE IT RESOLVED that the Fort Nelson & District Chamber of Commerce supports the establishment of a Bilateral Commission of the United States and Canada to engage in a cooperative study to examine the costs and benefits of constructing a rail connection to link Alaska and the Yukon Territory with the existing North American rail system in British Columbia; and

BE IT FURTHER RESOLVED that the Bilateral Commission represent federal, state, territorial, provincial and local governments from the affected areas; business interests; and aboriginal stakeholders; and that its role be to define the goals and objectives for the cooperative study and to report its results to the appropriate entities in both Canada and the US; and

BE IT FURTHER RESOLVED that said study should fully and completely explore both possible points of connection (Fort Nelson, British Columbia and the location known as "Chipmunk", approximately 170 km south of Dease Lake, British Columbia) and all feasible route options for new rail.

CERTIFIED a true and correct copy of a resolution adopted by the Board of Directors of the Ft. Nelson & District Chamber of Commerce on the 25<sup>th</sup> day of April, 2000.

DATED this 25<sup>th</sup> day of April, 2000

*Debbie Henderson*

Debbie Henderson  
Chamber Manager



CANADA - ALASKA RAILROAD LINK

**WHEREAS** the State of Alaska is interested in pursuing development of a rail link between Alaska and the contiguous United States; and

**WHEREAS** rail transportation is a cost effective and energy efficient method of overland transportation; and

**WHEREAS** such a link would open new resource rich areas of both the Yukon Territory and Alaska, provide for new inexpensive freight options both in and out of the North, and allow for realization of new opportunities in the field of tourism in response to changing demand by visitors; and

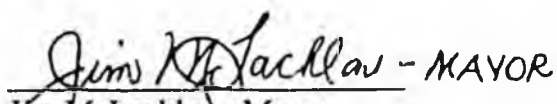
**WHEREAS** past effort has succeeded in establishing right of way tenure to varying degrees along various route options, and these may be utilized for the acquisition of a rail transportation corridor;

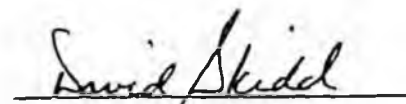
**THEREFORE BE IT RESOLVED** that the Town of Faro supports the establishment of a Bilateral Commission of the United States and Canada to engage in a cooperative study to examine the costs and benefits of constructing a rail connection to link Alaska and the Yukon Territory with the existing North American rail system in British Columbia; and

**BE IT FURTHER RESOLVED** that the Bilateral Commission represent federal, state, territorial, provincial, First Nation, and local governments from the affected areas; business interests; and other stakeholders; and that its role be to define the goals and objectives for the cooperative study and to report its results to the appropriate entities in both Canada and the United States; and

**BE IT FURTHER RESOLVED** that said study should fully and completely explore all feasible route options for new rail, including the proposed route through the Tintina Trench.

**DATED** at the Town of Faro, Yukon Territory, this 14<sup>th</sup> day of AUGUST, 2000.

  
\_\_\_\_\_  
Jim McLachlan - Mayor

  
\_\_\_\_\_  
David Skidd - C.A.O.

**TOWN OF  
WATSON LAKE**

CANADA-ALASKA RAILROAD LINK

WHEREAS the State of Alaska is interested in pursuing development of a rail link between Alaska and the contiguous United States ; and

WHEREAS, rail transportation is a cost effective and energy efficient method of overland transportation; and

WHEREAS such a link would open new resource rich areas of both the Yukon Territory and Alaska, provide for new inexpensive freight options both into and out of the North, and allow for realization of new opportunities in the field of tourism in response to changing demand by visitors; and

WHEREAS past effort has succeeded in establishing right of way tenure to varying degrees along various route options, and these may be utilized to some degree for the delineation and acquisition of a rail transportation corridor;


THEREFORE BE IT RESOLVED that the Town of Watson Lake supports the establishment of Bilateral Commission of the United States and Canada to engage in a cooperative study to examine the costs and benefits of constructing a rail connection to link Alaska and the Yukon Territory with the existing North American rail system in British Columbia; and

BE IT FURTHER RESOLVED that the Bilateral Commission represent federal, state, territorial, provincial and local governments from the affected areas; business interests; and aboriginal stakeholders; and that its role be to define the goals and objectives for the cooperative study and to report its results to the appropriate entities in both Canada and the United States; and

BE IT FURTHER RESOLVED that said study should fully and completely explore both possible points of connection and all feasible route options for new rail.

DATED at the Town of Watson Lake, Yukon Territory, this 16th day of May, 2000.

  
D. Kalles - Mayor

  
H. Price - C.A.O.

Sponsored by: Councilman Doug Isaacson  
Introduced and Adopted: February 19, 2002

**CITY OF NORTH POLE  
RESOLUTION 02-04**

**A RESOLUTION BY THE CITY OF NORTH POLE IN SUPPORT OF CS FOR HB 241  
WHICH PROMOTES THE EXTENSION OF THE ALASKA RAILROAD TO  
WHITEHORSE, YUKON TERRITORY, CANADA, TO ENHANCE ECONOMIC  
DEVELOPMENT AND RESOURCE DEVELOPMENT**

**WHEREAS:** CS FOR HOUSE BILL NO. 241 (RES) "An Act relating to a railroad utility corridor for extension of the Alaska Railroad to Canada and to extension of the Alaska Railroad to Whitehorse, Yukon, Canada," is before the Senate of the State of Alaska and,

**WHEREAS:** The creation of railroad utility corridor from Fairbanks in the interior of Alaska through North Pole to Whitehorse, Yukon Territory and thence continuing to a connection with the North American Railroad System will greatly enhance the potential for economic growth and resource development in the interior and along said corridor and,

**WHEREAS:** Fairbanks and the Interior of Alaska are already connected by rail to the seaports at Anchorage, Seward and Whittier and the vast resources which lay between and beyond and,

**WHEREAS:** The multi-modal Railroad Utility Corridor concept allows for the utilization of the corridor for other uses such as a high pressure gas line; fiber-optic communications infrastructure and transport materials and goods for developments along said corridor and,

**WHEREAS:** The construction of elements of the National Missile Defense System and the construction of a High Pressure Natural Gas Line will be aided greatly by the existence of said corridor and the extension of the railroad in such a corridor will be environmentally benign, greatly reducing the flow of heavy materials over the existing roadway; and,

**WHEREAS:** The creation and implementation of said corridor will create local opportunity in both the public and private sectors for new jobs, economic growth and an increased gross state product.

**NOW THEREFORE BE IT RESOLVED** that the City of North Pole supports proactive State and Federal legislation that promotes the extension of the Alaska Railroad and urges the passage of CS for HOUSE BILL NO. 241.

GIL CARMICHAEL  
ADDRESS TO THE ALASKA/CANADA  
RAIL LINK CONFERENCE  
VANCOUVER, B.C., JANUARY 20, 2000

I welcome this opportunity. On several occasions I have accepted invitations to address audiences in Alaska concerning future options and opportunities as that state considers its 21st Century transportation needs. Strategies and intentions on the part of the people of British Columbia and the Yukon always have been important to any plans that Alaska might undertake, and I am pleased to know that opinion leaders in Canada have begun to consider what steps are appropriate for them.

As an outsider, it is not proper for me to come here and lecture you about what you should do. But I do have experience which I believe is worth sharing.

#### A North American Rail System Has Evolved

One of the developments that stimulated this meeting is the growing recognition that remarkable changes in recent years have transformed the main-line railroads of North America into a unified operating network. This North American rail system carries profound...and positive implications for the economies, societies, environmental concerns, and mobility needs of the people who live in Canada, Mexico and the United States.

There actually is a lengthy history of cross-border operations involving our railroad companies. For many decades tracks of the Canadian-owned Soo Line ranged throughout the United States midwest to destinations as far away as Cincinnati and Kansas City. The Grand Trunk, a long-time subsidiary of Canadian National, operated to Detroit and Chicago. United States railroads controlled routes in southern Ontario. Burlington Northern has served Vancouver and Winnipeg for many years. Amtrak operates to Montreal, Toronto and Vancouver. In the early decades of the 20th Century United States rail companies controlled affiliates within Mexico, and later Mexico's national railway system held interests in a key route in Texas.

One important legacy of cross-border ownership and operation is a continental rail system with common and standardized track, equipment, and operating practices. Locomotives, freight cars and passenger equipment can operate freely over routes in all three nations.

The basic pattern of a North American rail system has been in place for a century. Unfortunately, it suffered along with the fortunes of the rail industry in the post-World War II era,

when public policy in the United States favored transportation solutions involving highways and commercial aviation, and was content to allow rail transportation to languish. That finally changed in 1980 when Congress adopted the Staggers Act and conferred a greater degree of economic deregulation upon the industry.

The result of Staggers was "staggering." A sick industry was restored to health. During the past 20 years more than 60 billion dollars of private capital investment has flowed to new equipment, better track, and innovative technology. United States railroads are profitable again. Light-density lines have been spun off to hundreds of local and regional carriers who have preserved and improved freight service. Policy in Canada meanwhile allowed the nation's federally-chartered company, Canadian National, to divest itself of uneconomic lines and dramatically improve its balance sheet. Mexico restructured its rail system through a privatization plan that now stands as a world model. Private companies with joint Mexican-US ownership now operate routes throughout that nation and have developed improved high-performance corridors which link the interior of Mexico with freight customers as far away as Montreal and Vancouver.

Today, the North American Rail System serves 90 states and provinces--almost 400 million people--with 240,000 miles of routes. Main-line routes connecting major cities utilize heavy-duty welded rail and are in better operating condition than at any time in the industry's history.

#### A Global Intermodal Network Is in Place

Meanwhile, another innovation has taken place over the past 20 years, and it has profoundly altered transportation. Intermodal transportation has become the global standard for moving freight---using a system which is sharply focused on speed, safety, reliable scheduling, and economic efficiency. "Intermodal" is to transportation what the "internet" is to communications.

Today, the intermodal network emphasizes moving freight in North America and passengers in Europe and Asia. It is beginning to include passenger service in the United States.

The global high-speed intermodal freight system builds on the strengths of each mode--who have become partners in offering service. Key to its success is the versatility of the cargo container. Cargo ships and airplanes span the oceans. The freight railroad is the high-speed, long-distance, transportation artery for container movement on the land. The truck provides local feeder service at origins and destinations. Cargo airplanes deliver high-value and specialized freight. This

system works--but it urgently needs dramatic improvements to its land component in order to handle growing volumes of containers delivered by ship and airplane.

Modern, strategically located, high-efficiency, high-capacity intermodal terminals are key to the system, providing almost "seamless" interchange of containers. Secondary rail and highway routes support the intermodal system and connect cities, rural regions, and individual freight customers to the main-line corridors.

Today, a doublestack train leaving a coastal port like Vancouver can replace 280 trucks, run at speeds up to 90 miles an hour on the western railroads, and afford as much as nine times the fuel efficiency of an 18-wheel trailer rig on the highway. Overall, the operational and economic efficiency of freight's intermodal network conserves fuel, reduces other environmental impacts, and is significantly safer. It represents the most economically and environmentally "sustainable" approach to transportation services. These are especially critical elements for the pristine nature of Northwest Canada and Alaska.

#### A Rail Corridor Offers Many Advantages

The time has come, it seems to me, for the people of northwestern Canada and the state of Alaska to consider the benefits of being connected to the huge North American Rail System and the global intermodal network--whose long-distance land component is the railroad. Experience elsewhere demonstrates that efficient transportation service brings down the cost of transporting goods and passengers. The people of Alaska, British Columbia and the Yukon are consumers of goods and are far removed from the sources of manufacture.

Other important trends are in place which suggest to me the advantages of a British Columbia-to-Alaska rail linkage. I recognize that some people would argue that vast sections of this region be preserved in pristine condition. However, construction of the Alaskan Highway more than a half-century ago opened northwest Canada and Alaska to development. In retrospect, we would have been better off if a railroad line had been built instead. But that is a bit of history that we cannot erase.

During the post-World War II era, Alaska's population has grown by roughly 100,000 each decade. That trend is firmly in place. Northern British Columbia and the southern Yukon have been opened to mineral extraction. At the same time the entire area is attracting the interest of tourists. They are coming. They will continue to do so.

I am convinced that a policy of "selective expansion" of transportation connections, based upon the railroad, will be

preferable to annual invasions of sport utility vehicles rambling willy-nilly over environmentally-sensitive land--such as Alaska's Denali National Park.

### The Unique Benefits of Railroads

For this part of the North American continent, rail service offers several advantages over highways.

The railroad operates over a narrower right-of-way, and leaves a smaller footprint upon the land. Construction activity is less disruptive of natural surroundings. Research undertaken in Russia suggests that a rail corridor has far less impact in regions of permanent frost because track ballast absorbs much less radiant heat from the sun than a highway surface. Research conducted by Alaska's Department of Transportation found that it actually raised the freeze line.

Railroad design allows heavier weights to be transported with little effect upon the land surface. This takes on special importance in regions of unstable soil conditions, and those climates subject to frequent freezing and thawing. By contrast, even the best-designed interstate highways built over stable terrain are being repaved at nearly twice the rate originally projected, because heavy trucks cause so much damage.

Railroad operations are more environmentally benign as well. Trains are more fuel efficient and emit lower levels of pollution. Pollution levels can be reduced even further through the use of locomotives powered by natural gas--or ultimately by electrification at some point in the future. The "occasional train" is less intrusive than a constant procession of highway vehicles. They also afford all-weather capabilities. I am told that one railroad track has capacity equal to eight lanes of highway.

Rail transportation offers a particular benefit in accommodating tourism business. Train travel by itself can be part of the tourism experience, and moving tourists by train permits controlled access to scenic areas, as the Alaska Railroad has proved for years. When people leave the train, they can move in groups via shuttle buses, which cause fewer problems than a herd of private vehicles operating independently. No matter how carefully we plan roadways to minimize environmental concerns, when people visit your scenic wonders by SUV, they will be inclined to roam wherever their personal fancies impel them.

I already have noted the lower-cost transportation that railroads can provide versus truck or air cargo. But a rail-based tourism system also will allow for the expansion of a jobs-producing tourist economy in an environmentally sustainable way.

### It Is Time to be Visionary

I have presented my case for connecting northwest Canada and Alaska to the North American Rail System and the global intermodal transportation network. It is not my intent to recommend a particular route alignment, and I am aware that preliminary studies already have taken place. Obviously, a rail line through northwest Canada logically would connect with the Alaska Railroad. I also believe that consideration should be given to "multi-modal" rail corridors. It is an easy matter to establish a buried fiber optics cable in the process of building a railroad line. This would connect remote regions to the continent's main-line telecommunications system. Portions of the corridor may make sense for energy pipelines as well. Rail corridors can easily move freight, passengers, fuel and information.

The specific route---its components and capabilities---rightfully belongs as a decision to be made by the people of British Columbia, Alaska and the Yukon. Part of the decision process should include the feasibility of private investment to defray a portion of the costs. By working with its congressional delegation and the U.S. Department of Transportation, I believe that Alaska can make a strong case that segments of this rail project to be built in that state should qualify for funding under the recent surface transportation reauthorization law.

I recognize that Alaska, British Columbia and the Yukon represent special places whose priorities sometimes are different from those considered elsewhere. Distance. Remoteness. Climate. Environment. The status of native inhabitants. Natural resources. Scenery. Wilderness.

Growth is taking place, and will continue. Alaska's rate of population increase during the past 50 years is exceeded only by that of Arizona, Florida and Nevada. Tourists arrive in greater numbers each year to Alaska and northwest Canada. In the "lower 48" states, the 20th Century was a period in which we accomplished much in transportation, but the landscape is littered with the debris of our mistakes. We became over-reliant upon the highway and the airport. We allowed our railroads to founder for 80 years until the choices were stark ones-- deregulation or nationalization. Many local and intercity rail passenger services were left to die. Our transportation policies led to the withering of small towns and the crowding of new suburbs. We brought smog and highway gridlock to our large cities.

You people have the opportunity to capture the benefits of the 21st Century's transportation system without repeating our mistakes of a century that has just passed into history. You have the freedom to design a system for your use that qualifies as "ethical." Ethics may seem to be a strange word to apply to

something as commonplace as transportation, but it is a concept that I have argued for more than a quarter-century. When I speak of an ethical transportation system, I mean one that is economically-efficient, safe, environmentally-benign, and energy-conserving, but also meets the mobility needs of the people who live here--or come to visit.

We now know that highways and airways cannot solve the transportation problems facing us. They cannot meet the freight and passenger growth that we confront. I encourage you be visionary. If you plan carefully, you can maintain the best possible quality of life for your citizens.

Thank you.

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## People

### Meet the Members of the ITI Board of Directors



**Gilbert E. Carmichael**  
Chairman of the ITI Board

Vice Chairman  
MotivePower Industries  
Meridian, Mississippi

Chairman  
Amtrak Reform Council

Gilbert E. (Gil) Carmichael is a leading international authority on railroad and intermodal transportation policy and is committed to a seamless, safe and secure, efficient and economical, freight and passenger transportation system for the 21st century. Carmichael served as the US Department of Transportation Federal Railroad Administrator (FRA) in the administration of President George Bush from 1989 to 1993 and is currently on the Amtrak Reform Council. He is vice chairman of the Board of MotivePower Industries, the leading independent manufacturer of after-market locomotive component parts and the leading independent locomotive remanufacturer in North America.

In addition to managing the nation's rail safety and research programs as FRA Administrator, Carmichael supervised international railway technical assistance programs and sponsored the first World Railways Congress in 1991, which brought together senior government and railway officials from 60 nations. He also helped develop the national transportation policy to permit intermodal transportation initiatives and to formulate new federal policy toward the rail mode and Amtrak, the United States rail passenger system. He chaired the three-year, \$29 million, National Maglev Initiative and was one of many contributors to the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), proposing a network of regional high-speed rail passenger corridors, now under development.

A graduate of Texas A&M University and a former Fellow in the Kennedy School of Government at Harvard University, he presents and publishes papers on the transportation industry, promoting the need for a North American and global intermodal freight and passenger system, utilizing the world's rail network. He is a contributing editor to *Progressive Railroading*. On 20 May 1999 Carmichael delivered a speech before the Road Gang, Washington DC's highway transportation fraternity. His address is entitled "The Case for Interstate II "



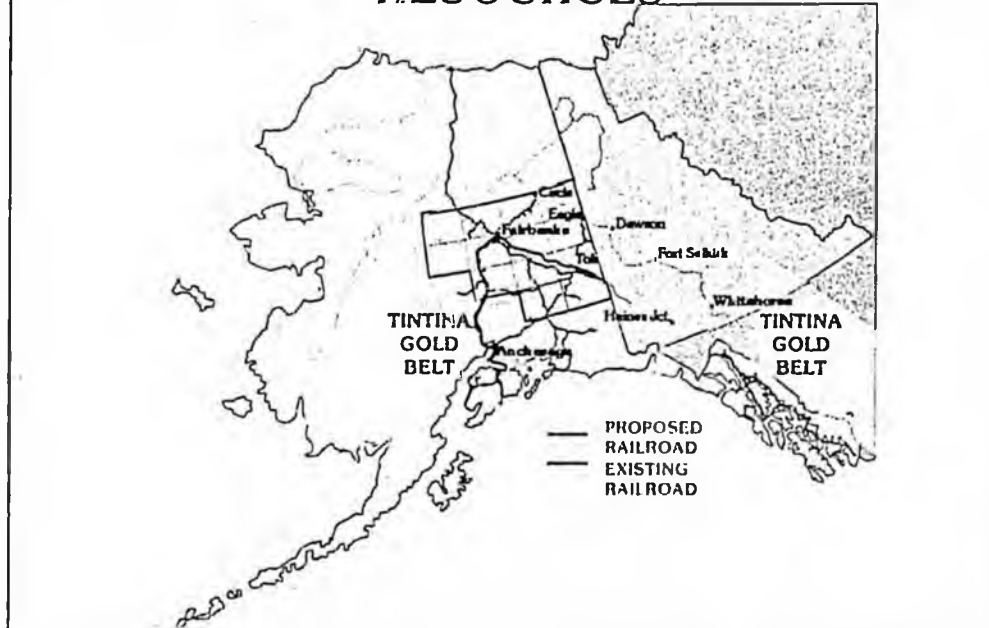
**EAST CENTRAL ALASKA GEOLOGIC  
RESOURCES  
AND  
ACCESS CORRIDORS**

ALASKA DIVISION OF GEOLOGICAL AND GEOPHYSICAL SURVEYS

JUNEAU, ALASKA

FEBRUARY 20, 2001

## EAST CENTRAL ALASKA GEOLOGIC RESOURCES

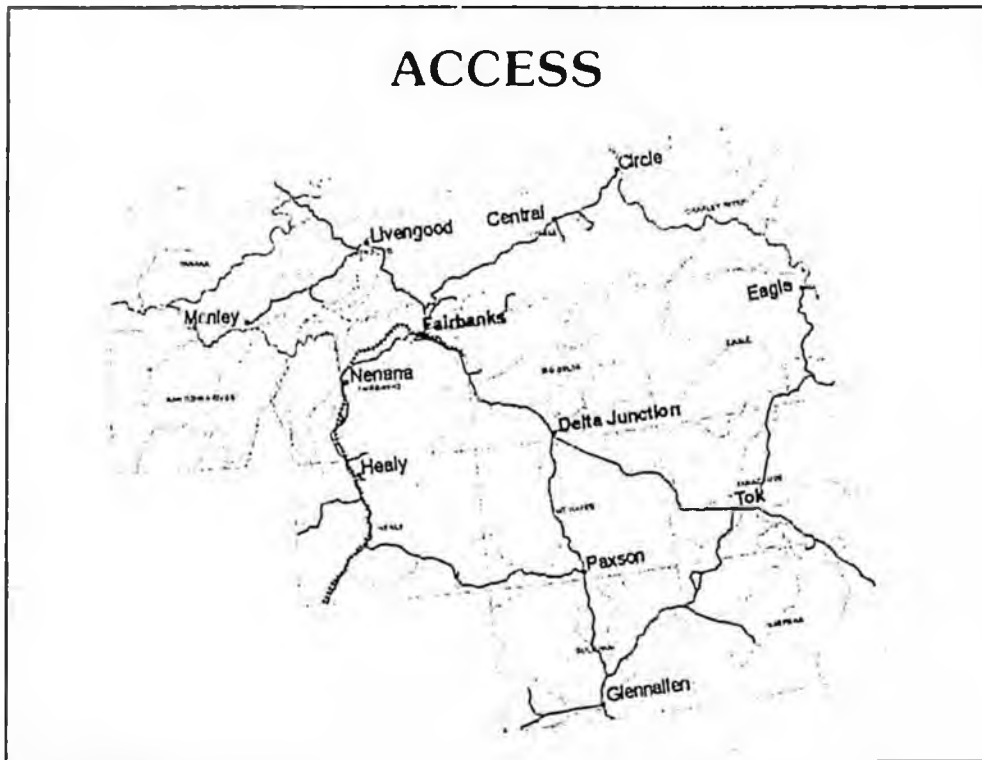


East Central Alaska includes the central portion of a regional international United State - Canada mineral trend that informally has acquired the designation of "Tintina Gold Belt"

Gold is not the only mineral commodity within the "Gold Belt." This region also contains significant coal deposits, and copper, lead, zinc, nickel, and platinum group metal prospects.

The proposed extension of the Alaska Railroad is located within a highly mineralized portion of the Tintina Gold Belt.

## ACCESS



The area shown in the following graphics represents about 78,000 square miles. As an indication of scale, it is about 100 miles (165 km) between Fairbanks and Delta Junction.

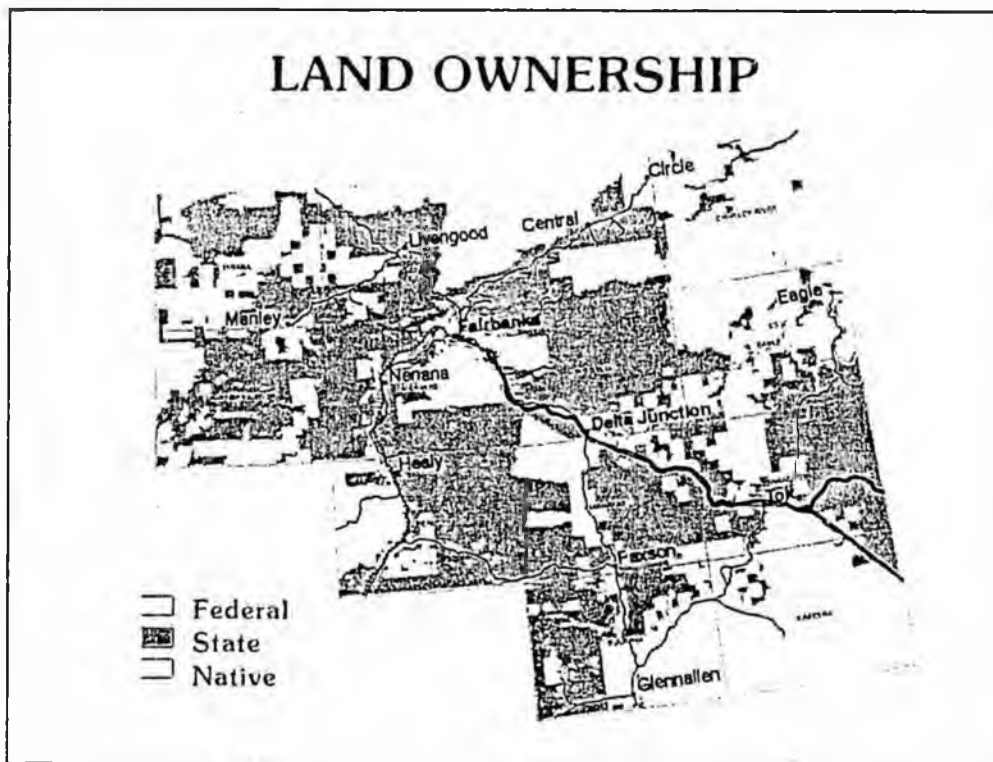
The existence of a road and railroad transportation network has been a significant positive factor in fostering mineral exploration and development in East-Central Alaska.

The Fairbanks commercial center; serviced by the Alaska Railroad, the Parks Highway, and the Alaska Highway; disburses equipment, supplies, and services to regional towns and villages that serve as staging areas for mineral exploration and development ventures.

Fairbanks is a world-scale mining center. Delta Junction is the terminal supply point for developing the recently discovered Pogo gold deposit. Tok serves the Fortymile and Delta mineral districts. The town of Healy supports the states largest active coal mine and is a local supply center for mineral exploration in the Bonnielield and Chulitna district.

A large percentage of East Central Alaska lies within fifty miles of an existing road.

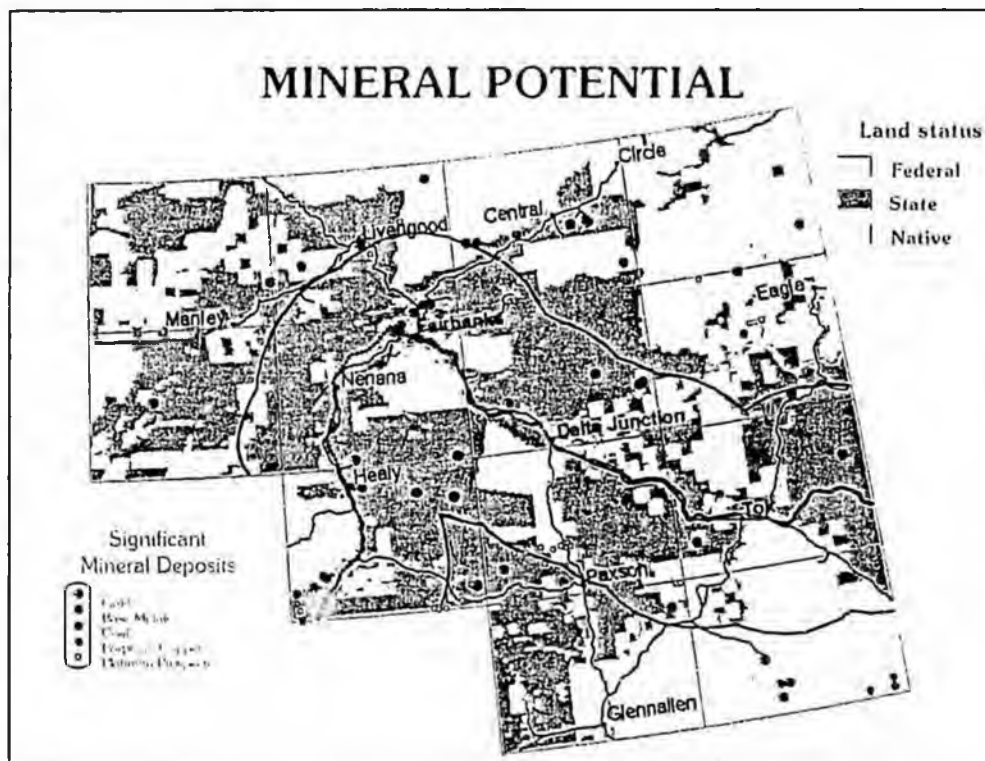
## LAND OWNERSHIP



There are three major classes of land owners in Alaska: 1) the federal government; 2) the state of Alaska; and 3) Alaska Native Regional- and Village-Corporations. Other private land owners are a small minority when measured by acres in private fee-simple ownership.

The majority of known significant mineral deposits in East-Central Alaska are located on state or Native controlled land.

Much of the land selected by the state of Alaska and the Native Corporations was purposely chosen because of perceived high mineral potential. In spite of the existence of several known significant mineral deposits, these lands are under-explored. A fact amply demonstrated by the discovery of a gold deposit by sampling the road cuts of the Alaska Highway near Tetlin Junction last summer



A majority of the most valuable known mineral deposits of East-Central Alaska are located within fifty miles of the proposed or existing Alaska Railroad, e.g., Usibelli Coal Mine (1.4 billion tons), Fort Knox Gold Mine (6 million ounces), Pogo Prospect (5.2 million + ounces), True North Prospect (1.3 million ounces), Ryan Lode (0.8 million ounces).

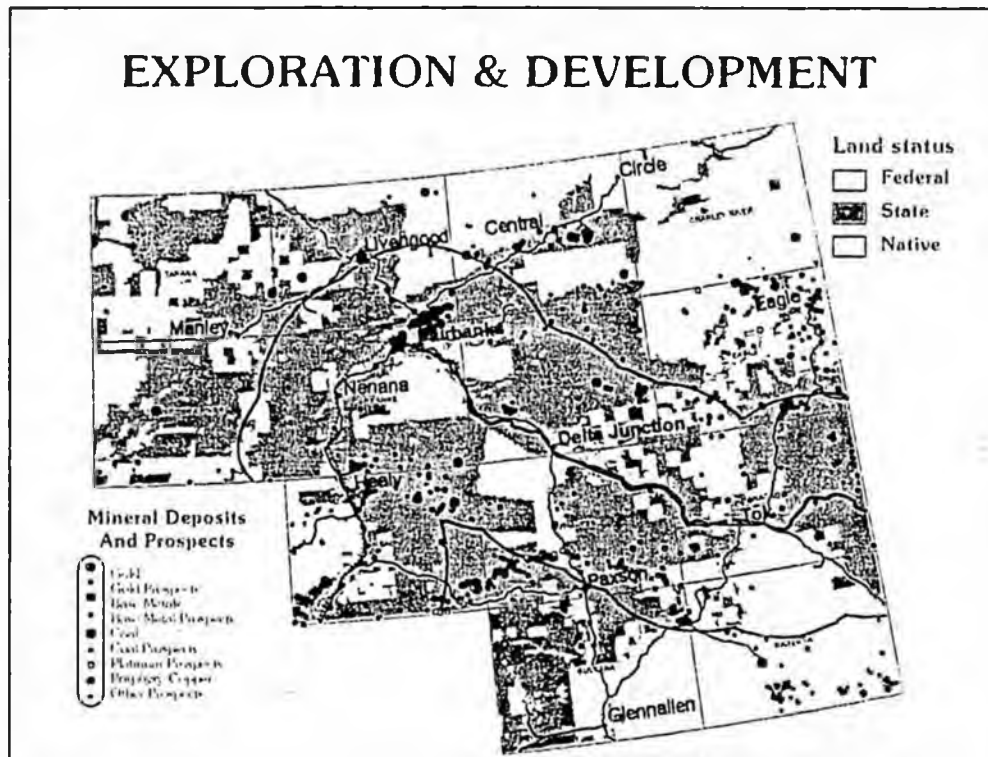
The region hosts several other significant prospects and mineral districts, e.g. the Bonfield gold and massive sulfide copper-lead-zinc district east of Healy; the copper-lead-zinc Delta District southwest of Tok; the Richardson gold district northwest of Delta Junction.

There is growing interest in a series of nickel-copper-platinum group metal prospects north of Paxson.

There are brief references for some of these deposits in the appendices of the *Alaska Mineral Industry - 1999* annual report published by the Alaska Division of Geological and Geophysical Surveys.

Using a non-quantitative definition of "significant," there are about thirty significant mineral deposits or prospects within the existing and proposed 100-mile wide rail-belt corridor.

## EXPLORATION & DEVELOPMENT



In addition to these "significant" deposits, there are scores of lode gold, base metal massive sulfide, copper porphyry, and nickel-copper-PGM, tungsten, and tin prospects within the rail-belt corridor and many others surrounding the corridor.

## GEOLOGIC FRAMEWORK & MINERAL OCCURRENCES

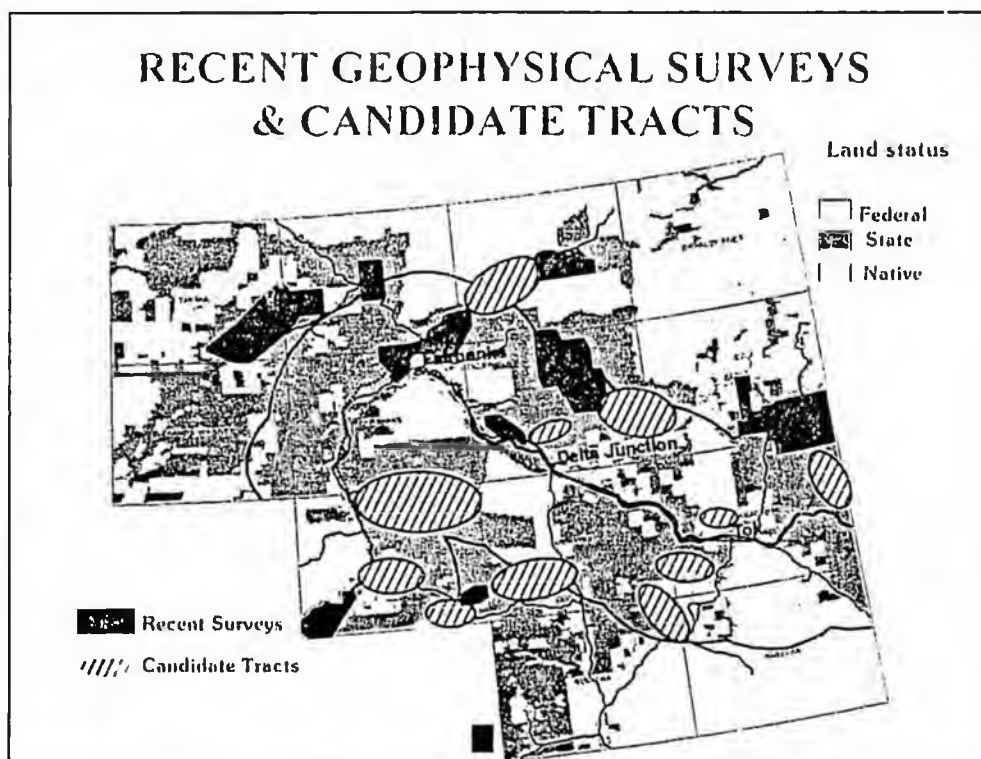


Placer gold deposits and districts have proved effective in identifying areas hosting significant lode deposits of several mineral commodities. If placer gold occurrences are added to the lode occurrences already shown, one gets a feel for just how widespread indications of mineralization are within East-Central Alaska.

Both lode and placer occurrences exist within a framework of varied and complex geology. By world standards, this geology is very poorly understood. We really have only crude initial hypotheses for most of the East-Central Alaska area. Most of this country has not been geologically mapped at scales useful for detailed mineral exploration.

Much of the geologic mapping that does exist is derived from regional scale (4 mile to the inch) maps that were generated from field data collected between 1950 and 1975.

## RECENT GEOPHYSICAL SURVEYS & CANDIDATE TRACTS



Beginning in 1993, the state of Alaska has sustained an annual airborne-geophysical/geological ground-truth geologic mapping program in an effort to improve the general knowledge of the geology and mineral resource potential of state lands.

The airborne-geophysical/geological mapping programs are centered on historical mining districts or on lands nominated by various members of the Alaska geological community because of their perceived high mineral potential.

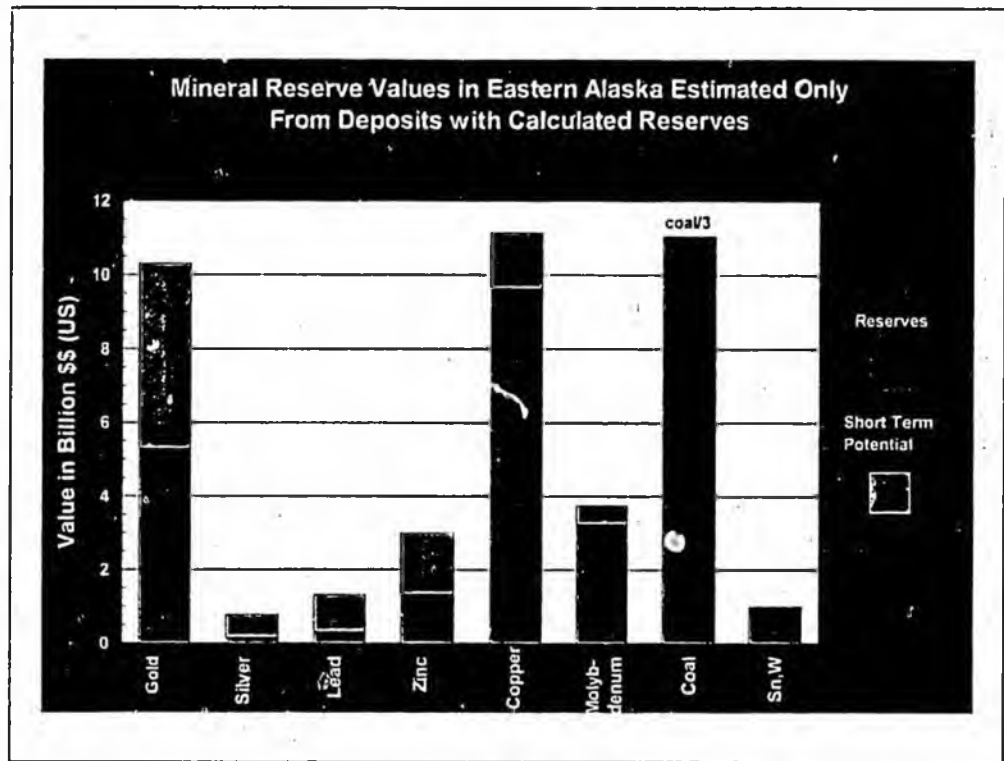
To date, nine tracts have been geophysically surveyed within East-Central Alaska. Modern ground-truth geologic maps at a scale of 1:63,360 (1 inch = 1 mile) are available for six of these tracts. The Fortymile mining district is currently being mapped.

There are 4441 square miles of airborne-geophysical surveys represented by the gray polygons shown in this figure

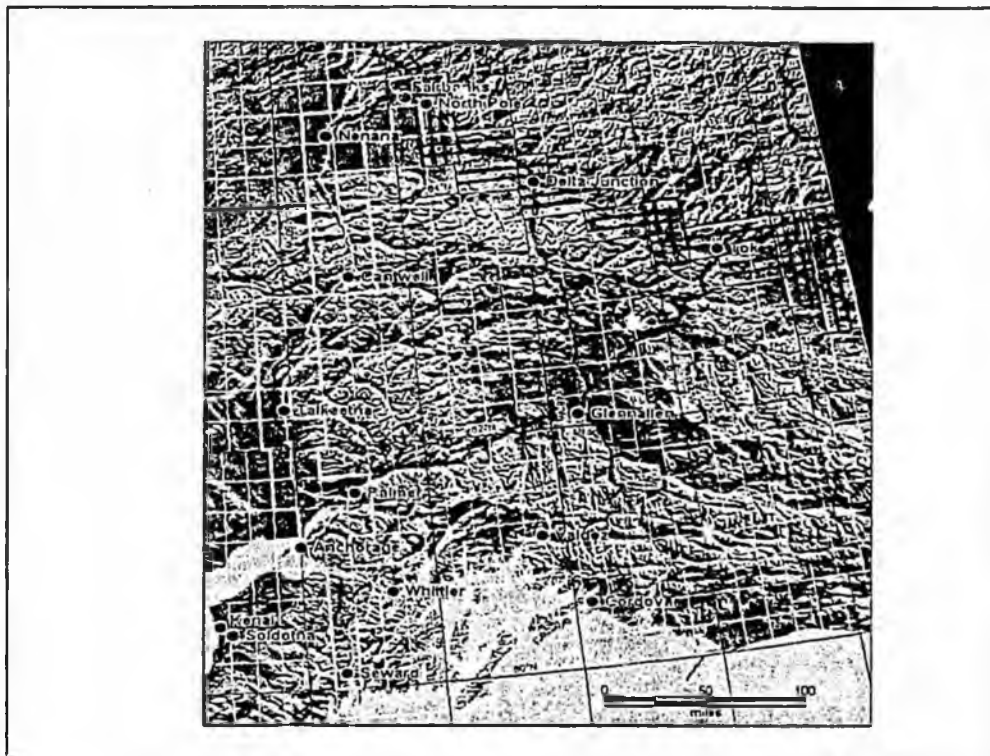
These new geophysical and geological data have catalyzed a tremendous private sector investment in mineral exploration and development within East-Central Alaska.

In addition to the nine tracts already surveyed, the proposed rail-belt corridor includes all or portions of eight additional candidate areas: Steese, Salcha, southeastern-Pogo, Sixty-mile Butte, Ladue River, Delta, Mentasta Pass, Broxson Gulch, and Bonnifield.

Completing the remaining surveys is contingent upon special annual appropriations.



From a global perspective, the Tintina Gold Belt has recently been recognized by the mineral industry as an “emergent district.” That is, a region in which additions to reserves are expected to follow regularly with continued exploration. This is a young exploration region with a limited knowledge base. There is still a lot of room for success.



There is no doubt that the general corridor of the proposed extension of the Alaska Railroad passes within less than fifty miles of many significant mineral deposits. A useful and responsible next step in developing the railroad extension would be to conduct a full technical corridor analysis in order to optimize the alignment for the extension. Because the corridor for the railroad approximately coincides with the corridor for the proposed natural gas pipeline from Fairbanks to the Yukon border, one analysis could serve both projects for the Alaska portion of the railroad and pipeline.

DNR has submitted a proposed gas line supplemental project that includes some preliminary aspects of a true corridor analysis. DGGs has also worked with the NASA through the Alaska SAR Facility at the University of Alaska Geophysical Institute to acquire a detailed digital elevation terrain model for this corridor. That terrain model will probably be completed by next October. A true corridor analysis requires many layers of data beginning with corridor-wide engineering geology data at a scale of at least 1 inch=1 mile, definitive land status, geologic hazards assessment, and more information on construction materials and other geologic resources. Corridor analyses are routinely conducted for major construction projects in the Lower-48 to maximize project efficiency and minimize adverse impacts. We could benefit from following this strategy in Alaska.

**The existing Alaska Railroad and railroad extension would intersect a road network providing access to about 78,000 square miles of land.**

**Much of that land is in nominal control of the state of Alaska or Native Corporations.**

**Much of the land within East-Central Alaska that is state or native corporate land was selected because of its perceived high mineral potential.**

**The validity of the perception of mineral wealth in East Central Alaska is being demonstrated by new discoveries resulting from an improving geologic database and private sector investment in mineral exploration.**

**Gold is currently the commodity of greatest interest, but East Central Alaska has potential for copper, lead, zinc, nickel, tungsten, tin, and platinum group elements.**

**A full technical corridor assessment of the region through which the Alaska Railroad extension would pass is a logical and beneficial next step to guide the development of this international project.**

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A full technical corridor assessment of the region through which the Alaska Railroad extension would pass is a logical and beneficial next step to guide the development of this international project.

# A Rail Connection Across Canada

*Building a railroad that links Alaska to the Lower 48 is a dream that just may become a reality.*

BY RICHARD F. SCHMITZ

Less than a two day's drive separates the Alaska Railroad, at its easternmost, from the British Columbia railroad, at its northwesternmost, and closing that gap has, in the past year or so, caught the attention of a number of entrepreneurs, legislators and just plain dreamers in Alaska, Yukon and British Columbia.

Foremost among supporters of connecting Alaska with the Lower 48 by rail is North Pole Republican Representative Jeannette James. During the past legislative session James introduced and passed HB 12, which allows for delineation of a rail corridor from existing Alaska Railroad tracks to the Canadian border. Last summer James worked to pass resolutions of support by the state Chamber of Commerce, as well as chambers in Fairbanks, Delta Junction and Dease Lake, B.C.

James has long backed rail development in Alaska, and sees connecting the Alaska Railroad with the rest of the North American rail network as a huge key to insuring a bright—and diverse—future for the state's economy in the new millennium.

"The very first benefit to having surface transportation from the Lower 48 to Alaska will be a reduction in the cost of living. A railroad will allow us to open up resource development that's not possible now because of the high cost of transportation," James said. "A railroad will lead to value-added industries and increased cooperation between Alaska and the northern part of Canada."



Clark James Misher

## Another Transportation Option

The Alaska Railroad estimates construction cost for new track in Alaska at \$2.5 million to \$3 million per mile. With 270 miles separating Eielson Air Force Base from the border, the cost of building that part of the railroad is about \$675 million to \$810 million. An additional 900 miles of track would be needed to connect existing tracks in Canada to new track in Alaska.

James said tourism, agriculture and mining would get an immediate lift from a rail connection to the Lower 48. Using Delta Junction's agricultural area as an example, James said fertilizer and

other supplies could be brought in to farmers while produce could be shipped directly to market—in and out of Alaska.

"I think the critical thing is that a railroad will allow Alaskan growers to supply Alaskan consumers. Alaska's economic future depends on our ability to have value-added industries, such as a freezing plant for produce," James continued. "The final benefit a state gets from value-added industry is close to five times greater than what it gets from exporting a raw material."

One person who's convinced James is on the right track is U.S. Sen. Frank Murkowski, who's taking an active stand

in support of the issue. "We think it's well worth exploring," said Murkowski aide Bill Woolf.

The first step Murkowski's office is taking is to seat an informal committee, which James will chair, to identify potential users of a railroad to the Lower 48. "A project such as this is of tremendous magnitude. We need to do, what attorneys would call, 'due diligence,'" Woolf said. "We need to look at possible users; we need to look at resources; we need to look at engineering, possible routes and environmental factors."

The goal of this panel, James explained, is to write and pass a resolution and then present it to Murkowski at a meeting with British Columbia and Yukon officials and legislators in late January in Vancouver, B.C. If there is public support for this railroad project, Sen. Murkowski said he will introduce legislation to create a bilateral commission to further study the issue, Woolf said.

#### Not a New Idea

Opening a rail connection to Alaska has been considered since the first ties of the Alaska Railroad were laid. "Back in the

1970s there was a cursory review," said Alaska Railroad Vice President Jim Blasingame. "It was about a 15- to 20-page report. The province of British Columbia was quite supportive of the idea.

"Rail is still the best way to move bulk matter from point A to point B. It's a basic premise," Blasingame said.

About 270 miles separates the Alaska Railroad at Eielson from the Alaska-Canada border. The British Columbia railroad has a rail bed in place as far north as Dease Lake, less than 100 miles from the southern Yukon community of Watson Lake, although it has been abandoned a little north of Fort Saint James since the 1980s.

Reopening that line is a top priority for Canadian entrepreneur David Broadbent, CEO of the Canadian Arctic Railway. The Canadian Arctic Railway has no locomotives or rolling stock now—but it is betting it will in two or three years, Broadbent said.

"The grade and bridges are there. They're just sitting out there growing weeds," Broadbent said of the 172-mile stretch into Northern B.C. "Our

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Sen. Frank Murkowski

**If there is public support for this railroad project, Sen. Frank Murkowski said he will introduce legislation to create a bilateral commission to further study the issue.**

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## TRANSPORTATION

intention is to open it up and possibly run it as a short line, and then extend it to Whitehorse in six years."

Broadbent gained his railroad experience working 29 years for the British Columbia Railroad. He began as a laborer and worked his way up to engineer of standards and project manager. Later, he founded the North American Rail and Steel Tie Corp., which supplies parts and equipment to railroads, including the Alaska Railroad. Broadbent said he recently sold the company in order to devote his energies full time to the Canadian Arctic Railway.

Broadbent said he has seen a surge of interest in building a railroad to Alaska. "Too many people see railroads as a thing of the past. But that's only true in North America. Elsewhere in the world railroads are expanding. China is committed to building 1,000 kilometers (620 miles) of new track a year.

"When I talk to business people, I get a 'what, are you crazy?' look—at first. But when I explain the good economic sense railroads make, I see a quick change in their attitude," Broadbent continued. "Highways will never open up Northern

Canada or Alaska. The Alaska Highway was built 57 years ago, and very little has developed along it since."

Railroads, on the other hand, can attract development. "Traditionally, in the West, railroads would find entrepreneurs and help finance them because that development meant revenue for the railroad as raw materials were brought in and finished products shipped out," Broadbent explained.

Broadbent said two factors must be addressed before any rail connection can be made to Alaska: aboriginal land claims and environmental issues. "Native councils and corporations must be brought in as full partners from the start. I don't mean offering Natives a few jobs—I mean offering them a full and equal partnership," Broadbent said. "As for environmental concerns, railroads have a big advantage over other forms of development because access to sensitive areas can be tightly controlled."

Taking rivers as another example, Broadbent said piers and modular or pre-fab bridge spans can be put in place without ever touching the water flowing below. Railroad construction is

relatively low impact, he added. "You could build the railroad to Alaska with 300 to 400 men. You won't need camps every few miles or access roads. That keeps costs down—and it also keeps the environmental impact low."

### Expanding Alaska's Reach

Rep. James conceded barge and trucking firms might be less than enthusiastic about bringing a major competitor on board. But James said, "business generates business." Having a rail connection to the rest of North America will be good for all Alaska transportation sectors.

"Goods could come to Alaska by rail and be shipped to Asia from Seward or Anchorage. Having a railroad connection to the Lower 48 will provide an excellent opportunity for Alaska to become a shipping hub to Asian nations. There's tremendous potential there."

James points out that any railroad to the Lower 48 will particularly improve Alaska's connection with Midwest and East Coast states.

"But the overall goal is to develop our own resources. The way I see it, rail is way

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ahead of roads or air on this issue. There's less cost; it's more environmentally sound; and rail is just a lot more dependable in bad weather," James said. "Snow, wind, sleet just doesn't affect a train the way it does an airplane or a truck.

"Transportation costs are basically front-loaded," James said. "The more something is handled, the more it costs to ship. That's why, over the long haul, railroad has a big advantage."

**"The very first benefit to having surface transportation from the Lower 48 to Alaska will be a reduction in the cost of living. A railroad will allow us to open up resource development that's not possible now because of the high cost of transportation."**

Jeannette James  
North Pole Republican Representative

James said the Red Dog Mine is a good example of an Alaska enterprise that could benefit from a railroad. At present, ore must be taken from the mine site to the coast where it is put on a lighter and then transferred to a freighter anchored offshore. "Sixty percent of that ore is refined in Alberta. Imagine how much easier—and more cost-effective—it would be to take that ore by rail directly to the refiner."

"If it proves out ... if we someday have that rail connection, Alaska's economy will benefit in a very different way than it did from the pipeline," said Woolf of Murkowski's office. "It will be more than construction. A rail system can go through parts of Alaska where there is no transportation option, and that could give the state a big economic boost. A mine that wasn't feasible will suddenly become feasible."

Rep. James said railroads pay for their own maintenance, while roads and airports are maintained by taxpayers. "With rail, the cost of maintenance is borne by rail users. In comparison, the public pays for maintenance for roads and airports. Rail takes care of its own."

James also points to great potential for growth in tourism that a rail

connection will bring. "A railroad will open up Alaska to a whole new group of folks, and it could also greatly increase winter tourism. It certainly will help the tourism industry in Alaska."

The military is yet another sector that could benefit from a rail connection. Of immediate interest is the new missile defense system, which if eventually approved, could be set up at Clear Air Force Station, near Healy, or at Fort Greeley, near Delta Junction. "Certainly if Alaska is chosen (as a missile site), rail transportation is one of the options for

moving material. Since such construction would require a great deal of material, obviously a rail component will be looked at," Woolf said.

The last time a new rail line was opened in Alaska was the 1950s when a 180-mile spur was completed from Fairbanks to Eielson. Today that spur carries out products of the North Pole refinery. If Rep. James sees her vision fulfilled, the trains rumbling past her North Pole home will be headed for points much further south than an Air Force base a few miles away. □



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## **RAILROAD CONNECTION: SOMETIMES BIGGER IS BETTER**

By SENATOR JOHN COWDERY

**S**ometimes, bigger is better. The proposed Alaska Highway natural gas pipeline is a big project. Building a railroad to connect Alaska with the rest of North America is equally ambitious.

Quite possibly, the only way to get the pipeline built is to complete the thousand or so mile railroad connection to British Columbia first, or perhaps construct both projects at the same time. This would be a mega-project all right – but one that is certainly feasible and, over the long run, will prove a forward thinking, wise investment for Alaska, western Canada and the two nations as a whole.

A few simple math calculations brought me to this conclusion. Alaskan natural gas must compete in the world marketplace, which means the yes or no decision to go ahead with pipeline construction will come down to fractions of a penny on the dollar.

Every possible efficiency will be needed in order to reduce construction costs, while at the same time meeting high environmental standards.

This is why the pipeline will demand use of 80-foot joints (or sections) because, when compared with 40-foot joints, half the welds will be needed over the length of the line. Fewer welds means lower cost and greater pipeline strength.

Trucks can carry a 60-foot joint, and can also handle an 80-foot joint with special equipment. However, when you consider the load-bearing ability of many bridges as well as older sections of highway, it seems unlikely our highway system can hold up to the kind of demands pipeline construction will bring.

The pipeline will be constructed of high tensile steel pipe that is 54 inches in diameter and 1¼ inch thick. Total weight of each of these segments of pipe is right around 65,000 pounds, or 32½ tons.

A railroad can move these 80-foot joints efficiently. One extended-length flatcar can carry around 100 tons, which allows three 80-foot joints of pipe stacked in a pyramid.

Momentum is starting to build. The Alaska Railroad is diligently straightening and double-tracking their line in and around Anchorage, and studies are underway to do the same through Wasilla and Fairbanks.

Senator Lisa Murkowski is working to find funds to extend the railroad from Eielson to Fort Greeley, in order to support the military, as well as the agriculture sector in Delta Junction. (With interest rates as low as they are, now would be a great time to begin to finance this project.)

I have introduced legislation (SB31) to keep this momentum growing. This bill is designed to authorize the Alaska Railroad to determine a corridor from Eielson to the Canadian Border, and then receive state land fee simple once a survey is complete.

The width of the corridor is still being worked out, but it must be wide enough to allow the railroad to construct sidings, depots and loading facilities. This bill appropriates no money, but it will permit the railroad to use any funds it can raise to survey and obtain other lands along the corridor route.

True to his promise to fight hard for new economic development, Governor Murkowski and his commissioners have been working closely with the Alaska Railroad and myself in order to make certain the best possible language is included in this bill.

A University of Alaska report figures it would take one million trips for trucks to haul 40' lengths of pipe in order to construct a 4,000-mile pipeline between the North Slope and Chicago.

Could the independent traveler – upon whom many Alaskan businesses depend – share the Alaska Highway with such a level of use? Could our roads stand up, considering the same report estimates each truck haul would equal the road use of 3,000 automobiles?

A rail connection from Alaska to the rest of North America – its been called the Last Transcontinental Railroad – has been spoken of since early territorial days.

It's interesting to note, I think, that the original transcontinental railway thrived at first on transshipping goods from Asia to Europe. By the time the Panama Canal was open, the railroad had long since grown into serving domestic markets.

Today, the Panama Canal is obsolete when it comes to serving the newest generation of freighters and tankers. Could a rail connection allow Alaskan ports to compete with the canal for billions of dollars in business?

Anchorage to Halifax by rail saves days off a Panama Canal transit. The canal's owners are looking at a multi-billion dollar upgrade. With those figures in mind, a rail connection makes even more sense for Alaska's future.

Now it's time to get this project underway.

*John Cowdery, an Anchorage Republican, chairs the Senate Transportation and World Trade Committees.*