ALASKA LEGISLATURE COMMITTEE FILES 1993-1994 8672
8198 HOUSE TRANSPORTATION

463

HB

143

Alaska State Legislature

REPRESENTATIVE
JERRY MACKIE

ALASKA STATE CAPITOL
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House of Representatives

March 15, 1993

MEMORANDUM

To: Representative Foster, Chair
House Transportation Committee

From: Representative Mackie

Re: March 16 hearing of HB 143, municipal revenue sharing of watercraft fuel tax.

The following is attached for the information of committee members:

1. Sponsor statement.
2. CS HB 143 (CRA)
3. Sectional analysis.
4. Dept. of Revenue Fiscal note & DOTPF position paper.
5. A partial listing of public dock and harbor facilities located throughout the state.
6. Memorandum on the history of motor fuel tax enactments by the state and territorial legislatures.
7. Letters of support.

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SPONSOR STATEMENT

ON

HB 143

I introduced HB 143 in response to interest expressed by several communities in my district. Their interest is to better maintain local harbor and dock facilities. I believe this interest is shared by all coastal communities where dock and harbor facilities are the main support features of the communities' economic life.

The bill would provide to a municipality a portion of state watercraft fuel taxes collected within the municipality. The portion is determined by the ratio of city owned docks and harbors to all publically owned docks and harbors in the particular area. In effect, the bill is a revenue sharing of tax receipts derived from facility users.

Most harbor facilities located throughout the state are currently owned by the Department of Transportation and Public Facilities. These facilities are usually operated by the local municipalities. In recent years, the department has sought to interest the municipalities in taking ownership of the facilities and the associated maintenance responsibilities. Their view, in part, is that the on site operator is better suited for effective and efficient upkeep of a facility than distant DOTPF personnel.

With one exception, there has been a reluctance among communities in my district to accept ownership, particularly when a facility is currently in need of repairs. The reluctance stems primarily from the cost implications that ownership would convey. HB 143 would provide some ability to compensate for these future maintenance and repair costs. Since increased municipal ownership of the harbor facilities entitle a larger share of the tax receipts, the bill provides an incentive, or at least an enticement, for accepting ownership.

The municipal sharing of state motor fuel tax receipts has precedence in statute. AS 43.40.010(e), enacted in 1961, allows sharing of 60% of aviation fuel taxes collected at municipal operated airports.

Moreover, the use of watercraft fuel tax receipts to directly improve and upgrade Alaska's ports and harbors has precedence historically. Prior to statehood, the tax on watercraft fuel was dedicated to expenditures on water and harbor facilities. This dedication of special use funds continued through statehood by means of a grandfather clause in the constitution (Article IX, Section 7). In 1962, the legislature took expenditure authorization control of the "Water and Harbor Facility Fund" from the jurisdiction of the Department of Public Works. Subsequent changes to the watercraft fuel tax have acted to nullify its status as a dedication to ports and harbors improvement.

In summary, I believe HB 143 provides an important mechanism for the maintenance and upgrade of local harbor facilities. This is at a time when such facilities are experiencing increased service by expanding commercial fisheries, recreational boating growth, and a rapidly developing tourist, charter industry. Furthermore, it is the tax payments of the facility users themselves that is working directly for their benefit.

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SECTIONAL ANALYSIS OF CS HB 143 (CRA)

by

Rep. Mackie

Section 1 amends AS 43.40.010(f) to allow the distribution of watercraft fuel tax revenue described in section 2.

Section 2 adds a new subsection (m) to AS 43.40.010. A municipality may receive a portion of the watercraft fuel taxes collected by the state from within the boundaries of the municipality. The funds received must be used by the municipality for the operation and maintenance of its marine facilities.

The portion of watercraft fuel taxes is determined by the ratio of municipality owned docks and harbors to total state and municipal marine facilities located within the boundaries, whereby the measure is in lineal feet of moorage.

A definition of "moorage facility" is provided.

Section 3. The effective date of the act coincides with the beginning of fiscal year 1994.

FISCAL NOTE

STATE OF ALASKA
1993 LEGISLATIVE SESSION

BILL NO. SSHB 143

Revision Date:
Dept. Affected: Revenue
Title: Marine Fuel Tax Revenue Sharing
BRU: Revenue Operations
Component: Income and Excise Audit
Sponsor: Representative Mackie
Requestor: Representative Mackie
COMPONENT SERIAL NO. 113

Expenditures/Revenues: (Thousands of Dollars)

OPERATING	FY94	FY95	FY96	FY97	FY98	FY99
PERSONAL SERVICES	40.1	40.1	40.1	40.1	40.1	40.1
TRAVEL	20.0	3.0	3.0	3.0	3.0	3.0
CONTRACTUAL	43.0	3.0	3.0	3.0	3.0	3.0
SUPPLIES	1.0	1.0	1.0	1.0	1.0	1.0
EQUIPMENT	8.0					
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	112.1	47.1	47.1	47.1	47.1	47.1
CAPITAL						
REVENUE FUND SOURCE: General Fund	(750.0)	(750.0)	(750.0)	(750.0)	(750.0)	(750.0)

FUNDING: (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF	112.1	47.1	47.1	47.1	47.1	47.1
1005 GF/Program Receipts						
1006 GF/MHTIA						
Other						
TOTAL	112.1	47.1	47.1	47.1	47.1	47.1

POSITIONS:

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

Estimate of current year (FY93) impact: $ 0

ANALYSIS: (Attach a separate page if necessary)

(See Attached)

Prepared by: Larry E. Meyers, Director
Phone: 465-2320
Division: Income and Excise Audit Division
Date: February 23, 1993
Approved by Commissioner: Darrel J. Rexwinkel
Date: February 23 993
Agency: Department of Revenue

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Analysis

This bill provides for sharing marine fuel taxes to municipalities based on the linear footage of wharfage owned by the municipality. Effective July 1, 1993 taxes would be shared by multiplying marine fuel tax proceeds collected within the municipality by the following fraction of wharfage within the municipality:

$$\frac{\text{Total linear footage of wharfage owned by municipality}}{\text{Total linear footage of all wharfage that is publicly operated}}$$

Amounts shared would be subject to legislative appropriation.

Total actual linear footage of wharfage in the state is not available because wharfage has not been cumulatively inventoried as to federal, state, local and private ownership. According to the Alaska Department of Transportation and Public Facilities (DOTPF), municipalities currently own a small percentage of total wharfage in the state. DOTPF estimates that between 5% to 10% of wharfage in Alaska is municipally owned.

The revenue decrements in this fiscal note are based on 7.5% municipal ownership of wharfage and marine fuel tax collections of approximately $10 million.

This bill will require additional reporting by dealers, distributors and users to report fuel sales in municipalities. Currently, only wholesale transactions are required to be reported by qualified dealers who sell or transfer motor fuel in the state. These transactions are reported on a state level and not by locality. Qualified dealers are not required to track and report transfers and sales of fuel between distributors and vendors. Under this bill, dealers, distributors and users will need to report subsequent sales or transfers of fuel in order for the department to determine the final location of the marine fuel tax proceeds.

Operating Costs

An additional position will be required to monitor and process the additional reports received by the department. This position will also need to data capture wharfage and motor fuel tax information and determine the proper amount of taxes to be shared to respective communities. Corresponding costs are outlined on the following page.

The department will procure a contract to survey wharfage in municipalities in the initial year that the sharing program takes effect (FY 94). The department will incur travel costs to conduct audits and educational seminars on the new reporting requirements.

Operating Costs (Continued)

Personal Services	
Tax Examiner II (Range 12A)	$40.1
Travel	
Compliance and Review (FY 94)	20.0
Audits (FY 95 - FY 99)	3.0
Contractual	
Survey Contract (FY 94)	40.0
Other (FY 94 - FY 99)	3.0
Supplies	1.0
Equipment	
Computer and Office Equipment (FY 94)	8.0

Department of Transportation and Public Facilities

POSITION PAPER

BILL NO: HB 143 APPROVED: Wm. J. Boucher

TITLE: Marine Fuel Tax Revenue Sharing DATE: March 1, 1993

HB 143 proposes to make, through the appropriation process, marine fuel tax revenue available to communities. Until a dedicated fund is established for these fuel tax receipts, the fuel taxes will still be part of the general fund and could be appropriated for any other purpose.

This bill will forward the process of convincing communities with major fuel sales to accept ownership and responsibilities for their harbor facilities. We are in favor of this goal.

We believe the method, return of 100% of the tax revenue on marine fuel sales in a community back to the community, would cause other communities to not accept ownership. These other communities may be places which do not have have fuel sales, or have a very low volume of sales compared to their harbor space. If the communities with the vast majority of the fuel sales take over harbor ownership and the legislature appropriated the revenues as suggested, there would not be any revenue in the watercraft account for costs related to facilities outside of those communities.

Consideration should be given to a regional redistribution of tax revenue based on the relative proportions of the public moorage and fuel sales in a particular region. This would allow sharing of the results of the activities of the vessels in a region with communities that did not have fuel sales. It would also provide tax revenue for work on facilities outside of communities.

Return of less than 100% of the tax revenues should also be considered because there will continue to be refuge floats and other facilities outside of organized communities that will need repair and reconstruction. Consideration of new facilities in new locations will also require a source of funding.

We also suggest that the distribution be based on lineal footage of "moorage facilities and grids" instead of wharfage. We would suggest that moorage facilities be defined as "facilities, including approaches, constructed for the purpose of public moorage of watercraft."

For Further Information contact Katy McHugh at 465-3900.

THE DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
HARBOR SPECIAL REPORT

DATE
2/10/93

NAME OF HARBOR	HARBOR CAPACITY	OWNER	SQ. FT. FLOAT	PILES	GRID	LAUNCH RAMP	BREAKWATERS
ALEKNAGIK DOCK		DOT			No	1 lane	1 - 80' wlng BW & 1 - 100' dock BW diaphram
ANCHORAGE SHIP CREEK HARBOR & L.R.		DOT			No	1 lane 16'x118'	No
ANGOON DOCK		DOT			No	No	No
ANGOON HARBOR	78	DOT	11,097	40	1 - 16'X72'	No	NO
ATKA DOCK (PROPOSED)							
BARANOF FLOAT	19	DOT	3,250	11	15'x42' grid, 5 tons per grid bent, 8'-6" on center	No	No
BETHEL SMALL BOAT HARBOR	60	DOT			No	No	
BIG DELTA LAUNCH RAMP		DPOR				1 lane 12'x40'	
CHATANIKA LAUNCH RAMP		DOT				1 lane 16'x30'	

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NAME OF HARBOR	HARBOR CAPACITY	OWNER	SQ. FT. FLOAT	PILES	GRID	LAUNCH RAMP	BREAKWATERS
CHENEGA BAY BOAT HARBOR	21	DOT	7,980	42	No	No	
COFFMAN COVE HARBOR	28	DOT	5,532		No	Yes	
COLD BAY DOCK		DOT			No	No	
CORDOVA BOAT HARBOR	864	DOT	112,860		Yes, 1 90 ton & 1 250 ton	1 lane with float. The City also has a 1-lane concrete L.R. located .33 miles N. of Harbor.	1 1,902' rubblemound & 1 650' sill barrier BW
CRAIG DOCK	12	DOT	2,100	9	18'x103', 20 ton, bent spacing 8'6" on center	No	No
CRAIG NORTH COVE HARBOR	36	CITY	7,233	34	No	1 lane 16'x120'	Floating BW owned by City
CRAIG SOUTH COVE HARBOR	107	DOT	11,192	50	Yes, 40 ton	No	1 160' & 1 300' rubblemound
DILLINGHAM BOAT HARBOR	40	DOT	5,400		No	1 lane and float	
EDNA BAY REFUGE FLOAT	15	DOT	3,420	13	24'x47'	No	

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NAME OF HARBOR	HARBOR CAPACITY	OWNER	SQ. FT. FLOAT	PILES	GRID	LAUNCH RAMP	BREAKWATERS
ELFIN COVE INNER HARBOR	47	DOT	6,820	27	20'x103, 3.5 tons per bent, bent spacing 8'-0' on center	No	
ELFIN COVE OUTER HARBOR	18	DOT	2,125	9	No	No	
ENTRANCE ISLAND REFUGE FLOAT	6	DOT	1,500	6	No	No	
FUNTER BAY HARBOR	8	DOT	1,375	6	No	No	
FUNTER BAY REFUGE FLOAT	8	DOT	1,500	6	No	No	
GUSTAVUS DOCK & FLOAT	7	DOT	2,174		No	No	
HAINES CHILKOOT LAKE L. R.		DPOR				Yes	
HAINES HARBOR	200	DOT	21,430		16'x92', 4 ton per bent, 8'-0" on center	16'x200	905' rubblemound
HAINES LETNIKOF COVE FLOAT	35	DOT	4,554	6	No	20'x500'	

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HALIBUT COVE FLOATS	27	DOT	5,120	11	No	No	
HELM BAY REFUGE FLOAT	5	DOT	1,000	4	No	No	
HOLLIS FLOAT	11	DOT	2,000	7	Yes	16'x160'	
HOMER BOAT HARBOR	728	DOT/CITY	122,500		Yes	5-lane 2-float LR	Yes
HOONAH CITY FLOAT	59	DOT	6,190	23	20'x72', 3 ton per bent, 10'-0" on center	No	
HOONAH HARBOR	220	DOT	30,140		6'x96' grid with 5'x70 appr.	16'x178' LR with 6'x220 float	140', 800', & 1,507' rubblemound BW
HYDABURG HARBOR	160	DOT	22,611	79	18'x88', 20 tons per bent, 8'-0" on center	No	12'x337' floating BW
HYDER HARBOR	29	DOT	3,680	16	No	Yes	Log BW
JAKOLOF BAY FLOAT	13	DOT	3,190	10	No	No	

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JUNEAU AUKE BAY L.R. & GRID							
JUNEAU AURORA HARBOR	457	DOT	67,228		No	No	1,500' rubblemound BW & 670' jetty
JUNEAU DON STATTER HARBOR	200	DOT	70,714		no	no	23'x966 floating BW
JUNEAU DOUGLAS CITY DOCK		DOT/CITY			No	No	
JUNEAU DOUGLAS HARBOR	135	DOT	15,227	31	14'x52', 4 tons per bent, 8'-6" on center	12'x250'	105' rock jetty
JUNEAU HARRIS HARBOR	275	DOT	31,779		16'x451', 5 tons per bent, 8'-0" on center	16'x450'	1-1,540' & 1-430' rubblemound
JUNEAU TAKU HARBOR	18	DOT	4,560	17	No	No	
JUNEAU-NORTH DOUGLAS L. R.		DOT			No	16'x164'	
KAKE DOCK AND FLOAT	7	DOT/CITY	1,625	8	16'x72', 6 tons per bent, 8'-0" on center	No	

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KAKE PORTAGE COVE HARBOR	119	DOT	22,690	82	20'x80', 20 tons per bent, 8'-0" on center	16'x200'	12'x506' floating BW
KASAAN FLOAT	10	DOT	5,526	23	No	No	Log
KASILOF LAUNCH RAMP		PRIVATE				Yes	
KENAI LAUNCH RAMP		CITY				Yes	
KETCHIKAN BAR HARBOR NORTH	303	DOT	43,992		no	12'x180' with 4'x160' float	963' & 120' floating BW's
KETCHIKAN BAR HARBOR SOUTH	520	DOT	66,299		20'x98', 4 tons per bent, 8'-0" on center	No	1,100, & 700 rubblemound BW
KETCHIKAN CITY FLOAT	45	DOT	12,054	11	No	No	
KETCHIKAN HOLE-IN-THE-WALL HBR.	27	DOT	3,402	14	No	No	soldier pile BW & log BW
KETCHIKAN KNUDSEN COVE HARBOR	54		7,255	21	No	2-lane 12'x200' & 16'x200 w/ 6'x180' float	no

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KETCHIKAN MT. POINT LAUNCH RAMP		F&G/BOR	1,596		No	2-lane 16'x192' & 12'x188' w/ 6'x266' float	COE has one planned for 1992
KETCHIKAN RYUS FLOAT		DOT	1,632		No	No	
KETCHIKAN THOMAS BASIN	240	DOT	34,468	139	2-26'x48' grids & 1-50'x86' 2- 20 ton per bent and 1 - 3 ton per bent	No	1-940' rubblemound & 1-log BW
KING COVE BOAT HARBOR	97	CITY	20,248		18'x80'	No	1,500' training dike & 200' rock groin
KIVALINA							
KLAWOCK DOCK		CITY			18'x68', 4 tons per bent, 8'-6" on center	No	
KLAWOCK HARBOR	45	DOT	10,080	24	No	No	no
KODIAK CITY FLOAT	22	DOT	5,320	16	No	No	
KODIAK ST. HERMAN'S BOAT HARBOR	260	DOT	80,179		No	Yes with float	23'x900' floating BW

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NAME OF HARBOR	HARBOR CAPACITY	OWNER	SQ. FT. FLOAT	PILES	GRID	LAUNCH RAMP	BREAKWATERS
KODIAK ST. PAUL BOAT HARBOR	210	DOT	47,091		1-22'x120' & 1-24'x224' grid	16'x104' w/ float	1-1,250' & 1-760' rock BW
LARSON BAY PROPOSED HARBOR							
LORING FLOAT	10	DOT	2,925	13	No	No	
MANLEY LAUNCH RAMP		DOT				Yes	
MANZANITA REFUGE FLOAT (DESTROYED)		DOT			No	No	
MEKORYUK HARBOR		CITY					
METLAKATLA CITY FLOAT	48	DOT	6,576	12	No	12'x200'	900' rock BW
METLAKATLA HARBOR	155	DOT	22,488		No	No	1-1,255 & 1-1,150' rubblemound BW's
MEYERS CHUCK HARBOR	20	DOT	4,139	22	16'x56', 6 tons per bent, 8'-0" on center	No	

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NINILCHIK BOAT HARBOR	32	DOT	4,200		No	No	2-400' rock jelly's
NOME HARBOR		CITY					
NUIQSUT HARBOR PROPOSED							
OLD HARBOR DOCK		DOT			No	No	
OLD HARBOR FLOAT	40	DOT	6,292	28			250' groin & 1,200' earth filled dike
OUZINKIE PROPOSED HARBOR							
PELICAN HARBOR	92	DOT	16,100		2-18'x54', 2-16'x78' & 1-18'x80'	no	
PETERSBURG KUPREANOF FLOAT	8	DOT	1,420	6	No	No	
PETERSBURG MIDDLE HARBOR	136	DOT	14,760	16	No	No	

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PETERSBURG MITKOF L. R.		DOT			No	16'x138'	
PETERSBURG NORTH HARBOR	128	DOT	24,844	101	20'x210' , 3 tons per bent, 8'-0" on center	16'x400'	
PETERSBURG PAPKE'S LANDING	9	DOT	1,625	6	No	No	
PETERSBURG SOUTH HARBOR	126	DOT	44,946		20'x200', 30 tons per bent, 8'-0" on center	16'x200' w/ 6'x260' float	no
POINT BAKER FLOAT	27	DOT	4,660	14	16'x49' , 3 tons per bent	No	
PORT ALEXANDER INNER HARBOR	15	DOT	2,500	7	18'x48', 5 tons per bent, 8'-0" on center	No	
PORT ALEXANDER OUTER HARBOR	24	DOT	2,625	11	yes, communlty owned	No	
PORT LIONS SMALL BOAT HARBOR	119	DOT	19,606	87	16'x80' w/ 12'x40' appr.	No	725' main & 150' stub BW
PORT PROTECTION REFUGE & SKIFF FLOATS	15	DOT	2,500	17	32'x48', 7.5 tons per bent, 8'-0" on center	No	

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NAME OF HARBOR	HARBOR CAPACITY	OWNER	SQ. FT. FLOAT	PILES	GRID	LAUNCH RAMP	BREAKWATERS
QUARTZ LAKE LAUNCH RAMP		DOT				Yes	
SALCHA RIVER LAUNCH RAMP		DOT				Yes	
SAND POINT BOAT HARBOR	230	DOT	45,250		Yes	No	2 breakwaters
SELDOVIA BOAT HARBOR	142	DOT	20,542		1-20'x102' & 1-20'x106'	1-lane	1-600' & 1-400' rock BW
SEWARD BOAT HARBOR	540	DOT	58,464		1-grid	4-lane w/ float	1-1,750' & 1-1,060
SITKA CITY (ANB) FLOAT	107	CITY	19,699	78	Yes	No	13'x352' floating BW
SITKA CITY GRID		DOT			1-18'x64', 1-18'x72' & 2-22'x100, 35 ton limit	No	
SITKA CRESCENT HARBOR	413	DOT	55,296		No	12'x136'	1-1,430 rock BW &1-335' rock jetty
SITKA - PROPOSED CHANNEL ROCK BOAT							

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NAME OF HARBOR	HARBOR CAPACITY	OWNER	SQ. FT. FLOAT	PILES	GRID	LAUNCH RAMP	BREAKWATERS
SITKA SEALING COVE HARBOR	398	DOT	35,996		No	16'x150' LR w/ 6'x220 float	
SITKA THOMSEN HARBOR	266	DOT	26,356		No	No	20'x1,500' & 20'x550' floating BW's & 500' rock BW
SKAGWAY HARBOR	165	DOT	28,695		1-18'x80' & 1-16'x42'	2-lane w/ 6'x220' float	400' rock BW
ST. GEORGE HARBOR		CITY					
ST. PAUL HARBOR		CITY			NO	No	
SWANSON HARBOR REFUGE FLOAT	9	DOT	2,000	6	No	No	
TATITLEK DOCK		DOT			No	No	
TENAKEE SPRINGS HARBOR	56	DOT	12,613	38	16'x51', 5 ton per bent,8'-6" on center	No	1-40'x320' & 1-20'x380 floating BW
THORNE BAY CITY HBR.		CITY			No	No	

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UNALASKA SMALL BOAT HARBOR	30	DOT	12,649		No	No	
VALDEZ HARBOR	500	DOT/CITY	58,750		Yes	Yes	1-625' & 1-685'
WHITTIER BOAT HARBOR	338	DOT	40,000		2 grids, 1-18x64	2- 2 lane LR w/ sectional floats	1-1,650' rubblemound and 1-130' floating BW
WRANGELL FISH AND GAME FLOAT	36	DOT/CITY	7,832				
WRANGELL INNER HARBOR	142	DOT	15,320				
WRANGELL RELIANCE HARBOR	86	DOT	13,520				
WRANGELL SHOEMAKER BAY HARBOR	259	DOT	29,048		No	16'x208' LR w/ 6'x226' float	1-1,500' & 1-550' rubblemound BW
WRANGELL STANDARD OIL FLOAT	36	DOT	4,640				
YAKUTAT HARBOR	106	DOT	15,536		18'x48', 6 ton per bent, 8'-6" on center	16'x100' LR w/ 6'x140' float	

Alaska State Legislature

Legislative Research Agency

130 Seward Street, Suite 218
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Phone: (907) 465-3991
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April 8, 1992

MEMORANDUM

TO: Representative Mike Navarre

FROM: Dale O. Brandt DB
Legislative Analyst

RE: History of Motor Fuel Tax Rate
Research Request 92.225

You asked us to provide a history of the Alaska motor fuel tax rate from its inception to the most recent changes. Attached is a table showing the year changes took place, applicable session laws, tax rates, fuel types and fuel uses. Note that the current 8 cents/gallon gasoline tax for highway use was set in 1970, not in 1961 as is stated in House Research Agency Memorandum 89.254. Also attached is an outline of fuel tax rates and administrative changes provided by the Alaska Department of Revenue.

We hope this information is useful. Please contact this agency if you have questions or need additional information.

Attachments

Laws of Alaska 1982

Sec. 1, 2 & 3 do not relate.

Sec. 4 AS 43.40.010 was amended to make provision for the Certificate of Use to be used by a dealer when the fuel purchased is not intended for use as motor fuel. It exempts the dealer from liability for the tax if he obtains a properly executed Certificate of Use.

Sec. 5 AS 43.40.030 (b) provides the entire tax be refunded to the purchaser on that part of motor fuel used in a foreign country on which the tax has been paid when the fuel is sold and delivered in the state for non-highway use in a foreign country.

Sec. 6 AS 43.40.035 establishes the means by which a reseller may claim a refund on tax for fuel on which the tax was paid, but which is sold for tax exempt purposes.

Sec. 7 AS 43.40.050 (a) makes changes to above statute to do with way to claim a refund.

Sec. 8 same as above.

Sec. 9 same as above.

Sec. 10 AS 43.40.100 (2) add 5 additional exemptions from motor fuel.

Sec. 11 AS 43.40.100 (3) changes difinition of User to:

(3) "user" means a person consuming or using motor fuel, who either

(A) purchases the fuel out of the state and ships it into the state for personal use in the state;

(B) manufactures the fuel in the state; or

(C) purchases or receives fuel in the state that is not taxed at the time of purchase or receipt or is taxed at a rate that is less than the rate prescribed by AS 43.40.010.

Sec. 12 AS 43.40.100 adds a paragraph to define "qualified dealer".

Sec. 13 deals with delinquency in payment of tax and interest charged.

Sec. 14 deals with commercial fisheries - not motor fuel.

Sec. 15 says the Department may not collect motor fuel tax from dealer on sale or transfer of motor fuel that occurs before effective date of this Act if dealer did not collect tax from purchaser because of a reasonable belief that fuel was not to be used as motor fuel.

Laws of Alaska 1972

An Act relating to an exemption from the tax on transfers or consumption of motor fuel.

Sec. 1 AS 43.40.010 (a) (2) is amended to read:

(2) the tax on motor fuel used in engines for the propulsion of boats and watercraft of all descriptions is four cents a gallon; if a person claims an exemption for nonpropulsion use under this paragraph, he shall sign a statement at the time of the sale or transfer attesting to the fact that the amount of fuel for which he claims the exemption will be used only for nonpropulsion use aboard a boat or watercraft, and

Sec. 2 makes the same exemption for users. These two sections have the effect of exempting from tax all fuel used for cooking and heating (non-propulsion) use aboard watercraft.

Sec. 3 adds a new subsection (g) to AS 43.40.010 relating to the non-taxation of liquified petroleum gas.

Sec. 4 amends penalty for violation section to include a person who claims nonpropulsion use of fuel as exempt, and uses it for propulsion.

Laws of Alaska 1970

An Act.
Sec. 1 AS 43.40.010 (a) amended to reflect change in tax rates.

(a) (1) Tax on motor fuel is 8¢ per gallon on all motor fuel sold or otherwise transferred within the State - except that

(2) tax on aviation gas is 4¢ per gallon.

(3) tax on all aviation fuel other than gasoline is 2 1/2¢ per gallon.

Sec. 2, same tax is imposed on consumers or users.

Sec. 3 is to do with filing returns.

Sec. 4 changes amount of refund for non-highway use.

Sec. 5 states books and records shall be kept for 3 years.

Sec. 6, 43.40.100 (1.) defines "dealer" to read:
(1) "dealer" means a person who sells or otherwise transfers in this state motor fuel upon which the taxes imposed by this chapter have not been paid;

Sec. 7, 43.40.100 (3) defines "user" to read:
(3) "user" means a person consuming or using motor fuel, who either purchases the fuel out of the state and ships it into the state forhis own use within the state or manufactures the fuel in the state.

Sec. 8 repeals 43.40.110 & 120 repeals additional tax levied on transfers or consumption of motor fuel (1¢ additional tax on watercraft fuel.

Laws of Alaska 1962

Chapter 131
Sec. 1, Sec. 48-5-2 (c) ACLA 1949 as amended by CH 47, SLA 1955 is amended to:

Change filing time from quarterly to monthly.

Sec. 2, Sec. 48-5-2 (f), ACLA 1949, as added by Ch 47, SLA 1955, and amended by Ch 152, SLA 2957 is amended to read:

"(f) The monies herein collected from the taxes on motor fuel used in boats and watercraft of all descriptions shall be covered into a special "watercraft fuel tax" account in the general fund. The Legislature may appropriate from this account for water and harbor facilities."

This changed the name of "Water and Harbor Facilites Fund" and changed expenditures to be made from that account from the jurisdiction of the Department of Public Works to the Legislature. It was still to be used for water and harbor facilities.

Sec. 3, Sec. 48-5-2 (h) as last amended by Ch. 27, SLA 1957 is repealed and reenacted. This section stated that motor fuel refund claims shall be paid from the "highway fuel tax" account.

Sec. 4, Sec. 3, Ch. 47, SLA 1955 is amended to change way to obtain motor fuel refund permit.

Sec. 5, Sec. 7, Ch. 47, SLA 1955 states that a warrant shall be drawn on the "highway fuel tax" account for payment of refund claims.

Sec. 6, Sec. 3, Ch. 63, SLA 1960 is changed to read:

"Sec. 3. The tax levied by this Act shall be administered and collected in the same manner as the tax levied in Sec. 48-5-2, ACLA 1949, as amended, and the receipts from said tax shall be paid into the "watercraft fuel tax" account in the general fund of the state."

Change is underlined. This changes the fund for which the special 1¢ tax on all fuel used in boats, etc. is to be depositied, from the General Fund to the "watercraft fuel tax account."

Laws of Alaska 1960

Chapter 20
Sec. 1, Sec. 48-5-2 ACLA 1949 (e)
Changes wording on "Aviation fuel tax account."

Sec. 2, Sec. 48-5-2 (g)
Changes authority for disbursement of funds from special "Highway fuel tax fund" from Dept. of Public Works to the Legislature.

Chapter 150
Sec. 1, Sec. 48-5-2 (g) is further amended to change the way highway construction projects are bid and managed.

Laws of Alaska 1960

Chapter 63
Sec. 1. Levies an additional 1¢ per gallon on all motor fuel sold and delivered, or otherwise transferred, within the State, and which is used to propel boats and watercraft of all descriptions.

In other words, the commercial fisherman will be paying 3¢ per gallon tax on marine fuel, as will everyone else.

Sec. 2. States that the tax levied in Sec. 1 is in addition to the tax already in effect.

Sec. 3. Provides that this additional 1¢ tax will be put into the general fund.

Laws of Alaska 1957

Chapter ~~135~~ 134
Sec. 1 adds a tax of 1 1/2¢ per gallon on all aviation fuel other than gasoline (jet fuel) for both "Dealer" and "Users".

Chapter 152
Article V Sec. 2 Water and Harbor Facilities: Amends § (f) of Sec. 48-5-2 ACLA 1949 to read:

"Sec.2. Water and Harbor Facilities Fund. Subsection (f) of Sec. 48-5-2, ACLA 1949, as amended by CH. 47, SLA 1955, is hereby amended to read as follows:

(f) The monies herein collected from the taxes on motor fuel used in boats and watercraft of all descriptions shall be covered into a special fund in the Territorial Treasury to be known as the "Water and Harbor Facilities Fund", and shall be expended by the Alaska Highways and Public Works Board as nearly as practicable in the Division where collected, and be expended for water and harbor facilities.

The only change was as underlined, from "Highway Engineer" to "Alaska Highways and Public Works Board."

Laws of Alaska 1957 Chapter 27

Relating to tax on motor fuel used in commerical fishing craft by commercial fisherman;

Sec. 1 amends tax levy on motor fuel. This section leaves the tax at 5¢ per gallon on all motor fuel except aviation, which remains at 3¢ per gallon, and states that the tax on motor fuel used in commercial fishing crafts for purposes of commercial fishing is 2¢ per gallon.

This tax is levied on both "dealer" and "user".

Sec. 2 deals with method which Tax Commissioner allocates monies between different accounts - aviation, boats or motor fuel.

Sec. 3 provides for refund of 3¢ per gallon on motor fuel used in vehicles not licensed to be operated on highways, except aviation fuel or motor fuel used in commercial fishing crafts for purposes of commercial fishing.

Sec. 9 amends Sec. 48-5-1 ACLA 1949 Definition of Motor Fuel
Changed to read:

Sec. 58-5-1. (a) "Motor Fuel" means any and all fuel used in engines for the propulsion of motor vehicles, aircraft, boats and watercraft of all descriptions, and in all stationary engines, machines or mechanical contrivances which are propelled by internal combustion motors; except on consignments of motor fuel oil to foreign countries and except fuel used in stationery power plants operating as public utility plants and generating electrical energy for sale to the general public or by non-profit power associations or corporations for generating electric energy for resale or by charitable institutions.

Underlined part has been changed slightly.

Sec. 10; repeals subsection 4 of Sec. 14 A of Chap. 123 SLA 1949. This is the section setting up the Aeronautical Revolving Fund.

Laws of Alaska 1949 ch 56

Sec. 1 (a) was amended to read:

(a) "Motor Fuel" means any and all fuel used in engines for the propulsion of motor vehicles, aircraft, boats and watercraft of all descriptions, and in all stationary engines, machines, or mechanical contrivances which are propelled by internal combustion motors; except on consignments of motor fuel oil to foreign countries and except fuel used in stationary power plants operated by municipally owned public utilities or by non-profit power associations or corporations for generating electric energy for resale or by charitable institutions. The underlined part is new.

Definition of "Dealer" and "User" remained the same.. Tax rate remained the same (2¢).

Laws of Alaska 1946

Chapter 47
Sec. 1 Definition
(a) was amended to add
except on consignments of motor fuel oil to foreign countries.

(b) was changed from 2 parts into 1 part, "Dealer" was defined the same as 1945. Definition of user was dropped.

(c) was added to define "User
as "any person, firm or corporation consuming or using any motor fuel, who shall have purchased such fuel out of the Territory and shipped it into the Territory for his or its own use within the Territory"

Sec. 2
Tax remained at 1¢ per gallon "on all motor fuel consumbed by any user as above set forth."

The rest of the Act dealt with returns and penalties.

ALASKA MUNICIPAL LEAGUE

217 Second Street, Suite 200 ▪ Juneau, Alaska 99801 ▪ Tel (907) 586-1325, Fax (907) 463-548

Date: March 1, 1993

To: Representative Harley Olberg, Chair
and Members, House Community and Regional Affairs Committee

From: Kent E. Swisher, Executive Director

Subject: HB 143, Marine Fuel Tax Revenue Sharing

The Alaska Municipal League supports the concept of HB 143, in that it would provide an additional revenue source for those jurisdictions that own local docks.

The League's Policy Statement, adopted by its member jurisdictions meeting in conference in November, 1993 provides:

"The League supports amendment of the statute on marine fuel taxes (AS 43.40) so that marine fuel collected in any municipality which the state has required to take over responsibility for harbor and dock expenses, or where the municipality holds existing responsibilities for these expenses, must be refunded to that municipality."

HB 143 would return marine fuel tax revenues to municipalities to the extent that they have ownership of dock facilities. To the extent that ownership equates to responsibility for operation and maintenance the measure is consistent with the League's goals, and we would support it. We are concerned however, that there may be circumstances in which a municipality has, by its own free choice or under pressure or mandate from the state, assumed responsibility for docks it does not own but which are vital to community well being. There should be compensation in these circumstances as well, in that the municipality has taken on a burden, in service to the local public, of maintaining a facility that it does not own.

AML appreciates the Committee's consideration of these matters.

February 29, 1993

Representative Olberg, Chair
House Community & Regional Affairs Committee
Alaska State Capitol
Juneau, Alaska 99801-1182

Subject: HB 143, Municipal Sharing of Watercraft Fuel Tax

Dear Rep. Olberg and members of House CRA committee:

The City of Craig enthusiastically endorses the passage of HB 143, a bill that allows the distribution of a proportional share of the state tax on watercraft fuels to municipalities assuming ownership of State owned docks and harbors. The tax originally imposed prior to statehood in 1949 was intended by the constitutional convention to continue to be a fund dedicated to water and harbor facilities by means of a grandfather clause in the constitution (Article IX, Section 7). In 1962 control of the fund was assumed by the legislature and the fund was absorbed within the general fund

The State has adopted a policy (stated in at least two DOTPF policy documents) of shifting the entire cost burden of harbors to municipalities where the harbors are located. This process has begun and has happened already to the City of Craig and the City and Borough of Sitka. Municipalities which must bear the entire cost burden for maintenance and repair of public docks and harbors transferred to the municipality by the State should receive a proportional share of the proceeds from the watercraft fuels tax collected within that municipality under AS 43.40. This is presently not the case under the current statute.

Refunding of watercraft fuel tax to the municipalities as proposed in HB 143 has legislative precedence in that 60% of aviation fuel collected is currently shared with those municipalities that own and operate or lease and operate an airport where the aviation fuel tax is collected. The benefit of fuel taxes should flow to those municipalities which have the financial responsibility for maintaining the facility.

Thank you for the opportunity to comment on this most important bill.

Sincerely,

Tom Briggs
City Administrator, City of Craig

(907) 826-3275 - FAX (907) 826-3278 P.O. Box 23, Craig, Alaska 99921

March 9, 1993

Representative Mackie
State Capital Building
Juneau, Alaska 99811-1182

Subject: Operating Revenues & Expenditures for City of Craig Harbors

Dear Jerry:

The City of Craig in fiscal year 1993 ending 6/30/93, expects to generate about $61,000 in dock and harbor related revenues. These revenues come from several sources such as moorage, both permanent and transient, transient moorage electricity payments, fees from use of the crane installed by the City on the City dock and a small amount of wharfage fees paid to the City by the dock contractor.

Expenditures for the same fiscal year 1993 are expected to be $82,000. As you can see, in the past and presently the City's general fund has subsidized the management of the harbors by a little over $20,000 per year. Expenditures to date have not required a reserve for depreciation for the moorage facilities as the City hasn't owned any until this next year. Beginning next fiscal year, the City is going to have to place an additional $37,000 per year into a reserve for depreciation for the North Cove Harbor facility with an estimated life expectancy of 25+ years. Beginning this next fiscal year the general fund subsidy of the Harbor operating budget will increase to $57,000 per year.

If HB143 passes, distribution of watercraft fuel tax proportional to moorage ownership, the sharing of the watercraft fuel tax will help immensely. The City's share of the fuel tax is estimated to be about $20,000 per year at the current ownership ratio, reducing the City's general fund subsidy to about $37,000. Obviously, assuming ownership and commensurate sharing of the watercraft fuels tax is not a get-rich scheme. We do believe that harbor maintenance and repair will improve dramatically as the result of municipal ownership. Any financial assistance for this effort is much needed. Municipalities will make whatever adjustments are necessary within reason to cover expenses. Better the municipalities than the State.

Sincerely,

Tom Briggs
City Administrator

(907) 826-3275 - FAX (907) 826-3278 P.O. Box 23, Craig, Alaska 99921

TOTAL P.01

City and Borough of Sitka

304 LAKE STREET · SITKA, ALASKA · 99835

March 4th, 1993

Representative Jerry Mackie
Alaska House of Representatives
State Capitol Room 602
Juneau, Alaska 99801-1182

Dear Representative Mackie:

The City and Borough of Sitka strongly supports the passage of House Bill No. 143 (Sponsor Substitute) which is currently before the Alaska Legislature.

A resolution requesting that the proceeds of motor fuel tax on fuel used in watercraft was approved by the City and Borough Assembly in February of 1992. The monies generated by the five cents a gallon tax would be specifically targeted for harbor maintenance. At a minimum, we feel that communities should receive a percentage of the locally generated tax revenues that is equal to the percentage of the linear harbor footage operated by the municipality. This formula is described in Section 2 of House Bill 143.

The City and Borough appreciates the opportunity to comment on this legislation. We urge the passage of the bill.

Sincerely,

Gary L. Paxton
Administrator

Attachment: City and Borough of Sitka Resolution No. 92-492

HB143

SPONSOR: Fager/Keck

RESOLUTION NO. 92-492

A RESOLUTION OF THE ASSEMBLY OF THE CITY AND BOROUGH OF SITKA REQUESTING THAT THE ALASKA STATE LEGISLATURE AMEND AS 43.40.010 (F) TO REFUND THE PROCEEDS OF THE REVENUE FROM TAXES ON MOTOR FUEL USED IN BOATS AND WATER CRAFT TO MUNICIPALITIES

WHEREAS, Alaska is one of the major fishing and pleasure boating areas in the United States; and

WHEREAS, Sitka is a major fishing port in Alaska and the United States; and

WHEREAS, Sitka also attracts the pleasure boaters, both locally and from the southern forty-eight (48) states; and

WHEREAS, Sitka has a waiting list of 487 to obtain moorage in the Sitka harbors; and

WHEREAS, Sitka owns or manages four small boat harbors; and

WHEREAS, all of the harbors and port facilities in Alaska are in dire need of additional funding.

NOW THEREFORE BE IT RESOLVED by the Assembly of the City and Borough of Sitka, Alaska, that the Alaska State Legislature is requested to amend AS 43.40.010 (F) to provide that the proceeds from the revenue on the tax on motor fuel used in boats and water craft of all descriptions be refunded to the municipalities from which such revenue is generated.

PASSED, APPROVED AND ADOPTED, by the Assembly of the City and Borough of Sitka, Alaska on this 25th day of February, 1992.

Dan Keck, Mayor

ATTEST:

Melinda L. Jenkins
Municipal Clerk

HB 182

Report Recd:
3/30/93
From: Mark Hickey

ALASKA RAILROAD CORPORATION CORRIDOR PROFILES

STATE OF ALASKA LANDS SELECTION PROJECT

INITIAL SUBMISSION

SUBMITTED BY:

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

OCTOBER 16, 1991

ALASKA RAILROAD CORPORATION CORRIDOR PROFILES

STATE OF ALASKA LANDS SELECTION PROJECT

INITIAL SUBMISSION

INTRODUCTION

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

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

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

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

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

LIST OF CORRIDORS

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

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

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

PROFILE INFORMATION

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

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

MAPPING

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

ALASKA RAILROAD CORPORATION CORRIDOR PROFILE

STATE OF ALASKA LANDS SELECTION PROJECT

Corridor Identification Number: 001.

Corridor Title: Nenana to Tanana (Yukon River).

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

Mileage: 120 to 125 miles.

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

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

Material Sites Identified/Located: Yes.

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

Other Corridor/Reconnaissance Studies:

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

* *Railroad Routes in Alaska*; Alaska Railroad Commission; 1913 (major U.S. government railway route assessment).

* *Army Reconnaissance for Railroad or Highway West of Fairbanks;* U.S. Army; June 1942 (major assessment of several east/west corridors).

* *Berryhill Report*; U.S. Army; 1943 (rail route location survey - Dunbar to Port Clarence via Tanana).

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

Alternate Alignment/Route(s):

* Dunbar to Tanana (*Alaska Transportation Corridor Study*; *Berryhill Report*; and *Dalton Study).*

* Fairbanks to Yukon River (*Richardson Reconnaissance and Survey for a Land Route from Fairbanks to Council City, Alaska*; *Railroad Routes in Alaska*; and *Army Reconnaissance for Railroad or Highway West of Fairbanks*).

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

ALASKA RAILROAD CORPORATION CORRIDOR PROFILE

STATE OF ALASKA LANDS SELECTION PROJECT

Corridor Identification Number: 002.

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

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

Mileage: 273 miles.

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

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

Material Sites Identified/Located: Yes.

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

Other Corridor/Reconnaissance Studies:

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

Alternate Alignment/Route(s):

* Dunbar to Bornite via Tanana and Kobuk (*Army Reconnaissance for Railroad or Highway West of Fairbanks; Berryhill Report*).

* Dunbar to Bornite via Bettles (*Alaska Transportation Corridor Study*).

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

ALASKA RAILROAD CORPORATION CORRIDOR PROFILE

STATE OF ALASKA LANDS SELECTION PROJECT

Corridor Identification Number: 003.

Corridor Title: Tanana to Deadhorse Airport.

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

Mileage: 461 miles.

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

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

Material Sites Identified/Located: Yes.

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

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

Alternate Alignment/Route(s):

* Dunbar to Deadhorse via Bettles (*Alaska Transportation Corridor Study*).

* Bettles to Deadhorse via Anaktuvuk Pass Corridor (*Alaska Transportation Corridor Study*).

* Bettles to Deadhorse via North Fork (of the Koyukuk River) Corridor (*Alaska Transportation Corridor Study*).

* Tanana to Deadhorse via recommended route except for a longer Sag River alternate (*Alaska Transportation Corridor Study*).

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

ALASKA RAILROAD CORPORATION CORRIDOR PROFILE

STATE OF ALASKA LANDS SELECTION PROJECT

Corridor Identification Number: 004.

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

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

Mileage: 576 miles.

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

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

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

Source Document(s):

* *Army Reconnaissance for Railroad or Highway West of Fairbanks*; U.S. Army; June 1942 (major assessment of several east/west corridors).

* *Berryhill Report*; U.S. Army; 1943 (rail route location survey - Dunbar to Port Clarence via Tanana).

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

Alternate Alignment/Route(s):

* Fairbanks to Council City (*Richardson Reconnaissance and Survey for a Land Route from Fairbanks to Council City, Alaska*).

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

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

ALASKA RAILROAD CORPORATION CORRIDOR PROFILE

STATE OF ALASKA LANDS SELECTION PROJECT

Corridor Identification Number: 005.

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

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

Mileage: 361 miles.

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

Recommended Corridor Width: Not established.

Material Sites Identified/Located: No.

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

Other Corridor/Reconnaissance Studies: None identified.

Alternate Alignment/Route(s): None identified.

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

ALASKA RAILROAD CORPORATION CORRIDOR PROFILE

STATE OF ALASKA LANDS SELECTION PROJECT

Corridor Identification Number: 006

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

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

Mileage: 271 miles.

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

Recommended Corridor Width: 300 feet.

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

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

Other Corridor/Reconnaissance Studies:

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

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

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

ALASKA RAILROAD CORPORATION CORRIDOR PROFILE

STATE OF ALASKA LANDS SELECTION PROJECT

Corridor Identification Number: 007.

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

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

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

Survey Information: No known material available.

Recommended Corridor Width: Not established.

Material Sites Identified/Located: No.

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

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

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

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

ALASKA RAILROAD CORPORATION CORRIDOR PROFILE

STATE OF ALASKA LANDS SELECTION PROJECT

Corridor Identification Number: 008.

Corridor Title: Kuskokwim Extension.

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

Mileage: 229 miles.

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

Recommended Corridor Width: Not established.

Material Sites Identified/Located: No.

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

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

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

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

ALASKA RAILROAD CORPORATION CORRIDOR PROFILE

STATE OF ALASKA LANDS SELECTION PROJECT

Corridor Identification Number: 009.

Corridor Title: Kuskokwim Drainage Route.

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

Mileage: 400 miles (plus/minus).

Survey Information: No known material available.

Recommended Corridor Width: Not established.

Material Sites Identified/Located: No.

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

Other Corridor/Reconnaissance Studies: None identified.

Alternate Alignment/Route(s): None identified.

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

ALASKA RAILROAD CORPORATION CORRIDOR PROFILE

STATE OF ALASKA LANDS SELECTION PROJECT

Corridor Identification Number: 010.

Corridor Title: Point Mackenzie/Beluga Coal Field Extensions.

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

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

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

Recommended Corridor Width: Apparently not established.

Material Sites Identified/Located: No information located.

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

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

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

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

ALASKA RAILROAD CORPORATION CORRIDOR PROFILE

STATE OF ALASKA LANDS SELECTION PROJECT

Corridor Identification Number: 011.

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

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

Mileage: 40 miles (plus/minus).

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

Recommended Corridor Width: 200 feet (if available).

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

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

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

Alternate Alignment/Route(s): None identified.

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

ALASKA RAILROAD CORPORATION CORRIDOR PROFILE

STATE OF ALASKA LANDS SELECTION PROJECT

Corridor Identification Number: 012.

Corridor Title: Fire Island Extension.

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

Mileage: 7 miles.

Survey Information: No known material available.

Recommended Corridor Width: Apparently not established.

Material Sites Identified/Located: No.

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

Other Corridor/Reconnaissance Studies: None identified.

Alternate Alignment/Route(s): None identified.

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

ALASKA RAILROAD CORPORATION CORRIDOR PROFILE

STATE OF ALASKA LANDS SELECTION PROJECT

Corridor Identification Number: 013.

Corridor Title: Kenai/Nikiski Extension.

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

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

Survey Information: No known material available.

Recommended Corridor Width: Not established.

Material Sites Identified/Located: No.

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

Other Corridor/Reconnaissance Studies: None identified.

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

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

Alaska State Legislature

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

House District 34

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

House Of Representatives

March 23, 1993

TO: Representative Richard Foster

Dear Richard,

Please accept my apology for exerting what must have felt like totally unwarranted pressure on you today regarding my railroad bills. The bills had been scheduled to be heard but were cancelled and I had expected them to be rescheduled for the next week.

I totally understand why you were upset, and I'm sorry. I did not realize Red had been leaning on you, and I will ask him to stop. I had no intent to cause you to feel pressured or angry.

I admire what you are doing here in Juneau and I look forward to continuing an enjoyable working relationship with you.

Thanks for your understanding.

Sincerely,

Jeannette

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

April 1, 1993

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

Dear Representative Foster,

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

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

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

Thanks kindly.

Sincerely,

Irene Anderson

Irene Anderson
Chair

cc: Senator Al Adams

Alaska State Legislature
HOUSE OF REPRESENTATIVES

Official Business

State Capitol
Juneau, AK 99801-1182

HB 182 - "AN ACT MAKING A SPECIAL APPROPRIATION TO THE DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES, NORTHERN REGION, FOR IDENTIFICATION AND DELINEATION OF A TRANSPORTATION AND UTILITY CORRIDOR BETWEEN FAIRBANKS AND THE SEWARD PENINSULA; AND PROVIDING FOR AN EFFECTIVE DATE."

HB 183 - "AN ACT DIRECTING THE IDENTIFICATION AND DELINEATION OF A TRANSPORTATION AND UTILITY CORRIDOR BETWEEN FAIRBANKS AND THE SEWARD PENINSULA FOR ROAD, RAIL, PIPELINE, AND ELECTRICAL TRANSMISSION PURPOSES; AND PROVIDING FOR AN EFFECTIVE DATE."

1. ORIGINAL VERSION - HB 182
   ORIGINAL VERSION - HB 183

2. SPONSOR STATEMENT FOR HB 182 AND HB 183

3. HB 182 - APPROPRIATION BILL ***NO FISCAL NOTE*** DEPARTMENT OF TRANSPORTATION LETTER DATED 12/23/92 OUTLINING COSTS RELATING TO HB 182 APPROPRIATION TOTAL OF $7,300,000.

4. HB 183 - FISCAL NOTE / DOTPF WITH POSITION PAPER ATTACHED

5. LETTER - DATED 3/30/93 TO: Rep. Foster FROM: Bering Straits Native Corporation

6. LETTER - DATED 3/1/93 TO: Sen. Bert Sharp FROM: Alaska Miners Association, Inc./Nome Branch

7. MARCH 93 - "THE ALASKA MINER" - Article: <u>Western Arctic Coal</u>

2.

Alaska State Legislature

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

House District 34

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

House Of Representatives

Sponsor Statement HB 182 & HB 183

By Rep. Jeannette James
Revised: 3/30/93

HB 182 and HB 183 are intended to initiate preliminary and ultimately result in final action necessary to properly review, identify and survey the best options for the establishment of a transportation/utility corridor from the Interior's existing transportation distribution hub to the western area of the Seward Peninsula near Nome.

The future of Alaskans residing north of the Alaska Range will require expansion of our existing transportation infrastructure. With the recent completion by the State of Alaska of its remaining land selection allotment, the major land ownership patterns are now discernable.

This legislation will direct the Dept. of Transportation to perform aerial reconnaissance, photography, interpretation and surveying. The DOT in the attached position paper supports this work. This work will identify areas with transportation corridors to be established and which offer the best cost effective options to access this vast resource rich area of our state.

The apprpriation for this project is included in HB 182 and will authorize the expenditure of the funds necessary to secure this very important multi-model land use transportation corridor as a step that will move us forward to a more positive economic future for a very large portion of Alaska.

STATE OF ALASKA

HB182 3.

WALTER J. HICKEL, GOVERNOR

Fiscal Analysis

EPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CHIEF OF PLANNING AND ADMINISTRATIVE SERVICES

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

December 23, 1992

Re: Fairbanks-Seward Peninsula
Railroad Extension

Red Swanson
113 W. 5th Street
Juneau, AK 99801

Dear Mr. Swanson:

The following information is in response to your December 23, 1992 inquiry regarding the estimated cost for reconnaissance work to identify an alignment for railroad extension to the Seward Peninsula. We did a similar estimate in 1980 based on what it had cost us for comparable work between Eielson Air Force Base and the Canadian Border. The following figures reflect that estimate, updated to take into account inflation, technological advances, a substantial increase in length, and the relatively remote nature of new corridor. The estimate is based on a distance of 875 miles from Fairbanks to Lost River through Tanana, Allakaket and Bornite. While that may, or may not, be the ultimate alignment, it appears to be representative of the relative length of any possible alignment from Fairbanks to the Western Seward Peninsula.

Cost Breakdown	
Reconnaissance Photography -topo map work to identify alignment(s) -color photography of an entire route including alternate routes over 50% of its length	$75,000
Reconnaissance Study -photo interpretation -some fieldwork -selecting a route for mapping -compile preliminary report	$90,000
Reconnaissance Subtotal	$165,000

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

Placing photo control panels on ground (assumes all work done with helicopters).	$920,000
Aerial photography for mapping.	$85,000
Control survey for mapping (assumes consultant contract).	$5,000,000
Selecting center line for mapping -a study of the mapping photos -some field work	$100,000
Mapping a 500 foot band for 875 miles.	$840,000
Placing a final center line on mapping	$160,000
Defining the right of way along the selected center line. -ties to section corners and property corners -property descriptions, etc.	$50,000
Right of Way Mapping Subtotal	$7,135,000
Total Cost of Reconnaissance/Location Project (not including Environmental document).	$7,300,000

As you see, the cost of work that could be done to identify a corridor, without getting on the ground, is relatively small ($165,000). On the other hand, delineation of right of way limits would cost substantially more and would involve actual ground work.

Please contact me if you have questions regarding either the cost estimate or the reconnaissance/location process.

Sincerely,

Norm Piispanen
Access Planner
Northern Region

sb

Fiscal Note HB 183 4.

STATE OF ALASKA
1993 LEGISLATIVE SESSION

BILL NUMBER: HB 183

FISCAL NOTE

Revision Date:
Department Affected: DOT&PF
Title: Transportation Corridor - Fairbanks-Nome
BRU:

Sponsor: James
Component:
Requestor: James
Component Serial Number:

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY94	FY95	FY96	FY97	FY98	FY99
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTUAL	0	0	0	0	0	0
SUPPLIES	0	0	0	0	0	0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
TOTAL OPERATING:	0	0	0	0	0	0
CAPITAL	4,090.0	3,210.0	0	0	0	0
REVENUE FUND SOURCE	0	0	0	0	0	0

FUNDING: (Thousands of Dollars)

1002 FEDERAL RECEIPTS	0	0	0	0	0	0
1003 GF MATCH	0	0	0	0	0	0
1004 GF	4,090.0	3,210.0		0	0	0
1005 GF/PROGRAM RECEIPTS	0	0	0	0	0	0
1006 GF/MHTIA	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
TOTAL FUNDING:	4,090.0	3,210.0	0	0	0	0

POSITIONS

FULL-TIME	25	25	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

Estimate of current year (FY93) impact: $

ANALYSIS: (Attach a separate page if necessary)
Funding amount is based on an estimate by DOT&PF (included in HB 182). Work would require hiring several survey crews, substantial air charter, and extensive GPS program.

Prepared by: Norm Piispanen
Phone: 451-2381

Division: Northern Region Planning
Date: March 3, 1993

Approved by Commissioner:
Phone: 465-3901
Frank G. Turpin

Agency: Department of Transportation and Public Facilities
Date: March 3, 1993

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Department of Transportation and Public Facilities

POSITION PAPER

BILL NO: HB 183

APPROVED:

TITLE: Transportation Corridor: Fairbanks - Nome

DATE: March 3, 1993

DOT&PF is available to perform this work if authorized and funded. The information gained would be valuable in terms of identifying a future corridor and in protecting it during subsequent land management/land use planning exercises. The information would also be useful to future transportation planning and development exercises.

Development of access within the resulting corridor would support expansion of the state's resource-based industries. It would also serve surface transportation between Europe/Asia and North America.

The department is opposed to Section 1(E)(2).

For Further Information contact Katy McHugh at 465-3904.

BERING STRAITS NATIVE CORPORATION

March 30, 1993

The Honorable Richard Foster
Alaska State Representative
State Capitol
Juneau, AK 99811

Dear Representative Foster,

The Bering Straits Native Corporation (BSNC) has received a copy of House Bill number 182 and 183 concerning the funding and identification and delineation of a transportation and utility corridor between Fairbanks and the Seward Peninsula.

BSNC favors the allocation of funding for this project. However, HB 183 would as currently worded allow the State Department of Transportation and Public Facilities authority to acquire rights of way across land within the "corridor". BSNC advocates a lease agreement rather than condemnation.

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

While much benefit may be derived from such a corridor, there are many questions as to its potential impact of the subsistence cash economy which currently exists in BSNC's villages. BSNC does not advocate any project that will negatively impact the subsistence economy of our villages.

BSNC believes that the State must devote funds to study and delineate a corridor and identify the known and potential mineral occurrences along such a route. If and when such a project is financially feasible and supported by the people of the BSNC region, the majority of the initial preliminary work would be completed by passage of the above noted bills.

P.O. Box 1008 • Nome, Alaska 99762 • Phone (907) 443-5252 • FAX (907) 443-2935

At the appropriate time, please contact BSNC for action by its Board of Directors for a policy statement on the actual development of a transportation corridor between Fairbanks and the Seward Peninsula.

Cordially,

Thomas S. Sparks
Resource Development Specialist

cc: BSNC Village Corporations
Mr. Jack Carpenter, President
Mr. Guy Martin, Land Manager

6.

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

March 1, 1993

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

and

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

Dear Senators,

We have reviewed Senate Bill No. 130 and 131 in reference to studies for transportation systems from Fairbanks to the Seward Peninsula. We support the idea behind these bills, and would like to provide input to the DOTPF before the preliminary report is finalized.

We feel that access is necessary to resource development on lands within the state and the Seward Peninsula has much to offer.

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

Thanks kindly.

Sincerely,

Irene Anderson

Irene Anderson
Chair

cc: Senator Al Adams
Representative Richard Foster

WESTERN ARCTIC COAL

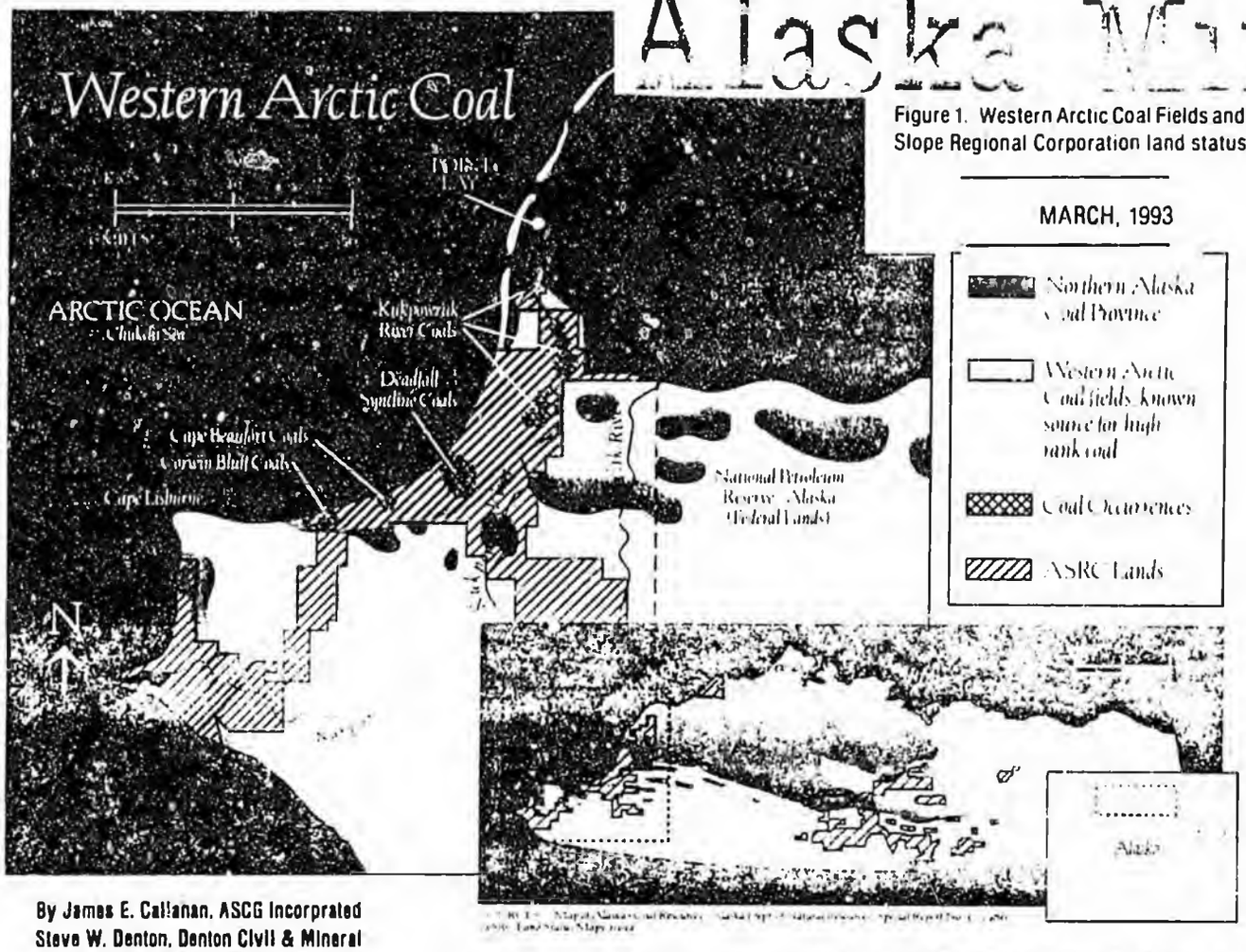

Figure 1. Western Arctic Coal Fields and Arctic Slope Regional Corporation land status.

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

INTRODUCTION

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

GEOLOGY

Substantial bituminous coal resources are present in the Corwin Formation of the Nanushuk Group of Cretaceous age on the Arctic Slope of Alaska. The Corwin is a progradational fluvio-delta plain type deposit which thins in a southwest to northeast direction, from Corwin Bluffs reaching a zero edge south and southwest of Barrow. The maximum measured thickness is in the type section at Corwin Bluff, where Chapman and Sable (1960) measured a 15,000 foot section. This figure was revised to 11,000 feet by Smiley (1969), based on repetition of floral zones resulting from faulting within the section. Elsewhere, large thicknesses of the upper part of the formation have been removed as a result of post-depositional uplift, deformation and erosion in the northern foothills belt of the Brooks Range. As a consequence of deep burial and subsequent exposure, the best quality coals (ie., with the greatest heating value) are exposed in the foothills, in broad east-west trending synclinal basins separated by complexly faulted anticlinal belts. In the present Arctic Coastal Plain of the National Petroleum Reserve-Alaska (NPRA), near surface coals exhibit a steadily decreasing trend in heating values northward from the foothills toward the shoreline.

In the foothills of the western Arctic, west of NPRA, relatively detailed investigations specifically oriented to evaluation of coal resources have focused on three areas. The Kukpowruk River, Cape Beaufort, and the Deadfall Syncline. On the Kukpowruk River about 30 miles from Point Lay, a 23 foot coal is exposed in the south limb of the Howard Syncline. This coal has been extensively drilled and sampled in the immediate vicinity of the cutbank exposure, by private interests and by the U.S. Bureau of Mines (USBM) and the U.S. Geological Survey (USGS). However, information on its lateral extent and continuity is limited, particularly to the east. At Cape Beaufort, in the onshore portion of a synclinal basin, about 7,500 feet of the Corwin formation is present. The USBM and USGS conducted drilling and trenching operations in that area to evaluate several promising coals during the 1960's and 1970's. In 1982, exploratory work sponsored by the State of Alaska was begun on private lands of ASRC in the Deadfall Syncline northeast of Cape Beaufort.

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

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

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

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

COAL QUALITY

The apparent rank of most unweathered samples of Nanushuk coals from the foothills basins of the central and western Arctic is high-volatile A to C bituminous, with heating values often exceeding 13,000 BTU's on a moist, mineral matter-free basis. Moisture contents are generally less than 7% for samples taken at depths of greater than thirty feet. Full seam ash contents vary, depending on the number and thickness of partings, but the inherent ash contents (excluding partings) are generally less than 10%.

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

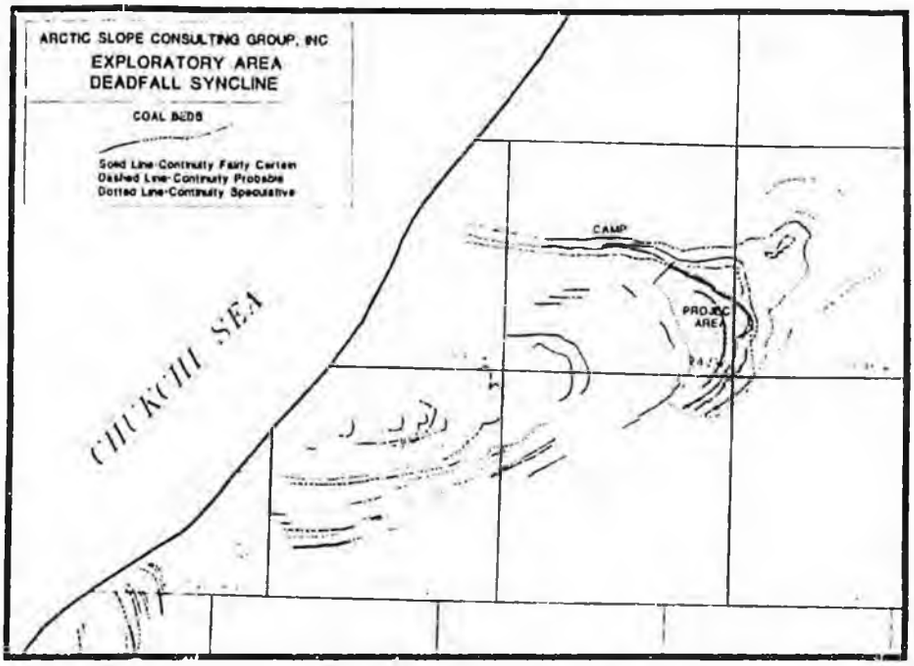

Figure 2 Exploration Area, Deadfall Syncline, Western Arctic Coal Project.

Figure 3. Winter drilling operations at Deadfall Syncline.

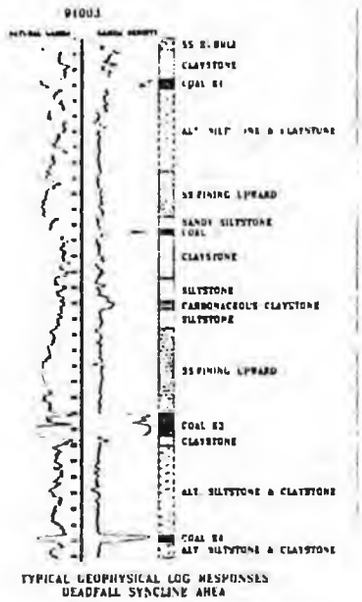

Figure 4. Typical geophysical log responses of coal seam within the Deadfall Syncline.

COAL QUALITY
SEAMS K1, K3, AND K4•

	K1	K3	K4
Moisture	1.72	3.26	3.20
Ash	20.39	7.21	4.21
Heating Value	11068	13,078	13,662
Total Sulfur	0.23	0.23	0.25
Rank	---	High Volatile A Bituminous	High Volatile A Bituminous

• RESULTS FROM 1991 EXPLORATORY DRILLING PROGRAM

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

DEVELOPMENT PLANS

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

Continued on page 17

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

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

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

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

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

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NOME CHAMBER OF COMMERCE

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

Rep. Richard Foster
Transportation Chairman

March 29, 1993

RE: House Bill #182 and #183

The Nome Chamber of Commerce, Board of Directors endorsed the general idea of a transportation and utility corridor to the Seward Peninsula at it's last Board meeting 1.' March.

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

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

Sincerely

Jim Stimpfle

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

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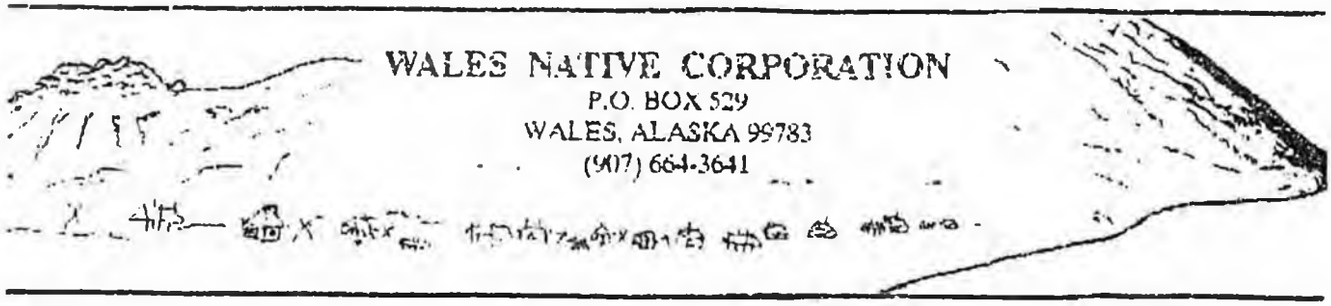

WALES NATIVE CORPORATION
P.O. BOX 529
WALES, ALASKA 99783
(907) 664-3641

Wales Native Corporation generally supports HB 182 and 183 to the extent that it may be beneficial to people living on the Seward Peninsula and along the proposed corridor. It may open doors for economic development and provide alternative modes of transportation. It may also make possible development of natural resources and provide scenic and vacation areas never seen before.

The area of Wales Native Corporation's concern is the possibility that private landowners would not benefit fully because of the State's RS 2477 assertions and condemnations of private land, which would be done to acquire lands for the proposed corridor. Wales Native Corporation feels that the bill should include provisions for notification of private landowners by the State of their intentions of asserting RS 2477 rights-of-way or using their condemnation powers to acquire land. The bill should also include provisions which will ensure that private landholders, such as regional and village Native corporations, will be allowed to benefit economically from establishment of the transportation corridor. The exercise of the State's powers of eminent domain may unjustly prevent village and regional corporations from receiving the economic benefits they deserve.

HB

183

Report Recd:
3/30/93
From: Mark Hickey

ALASKA RAILROAD CORPORATION CORRIDOR PROFILES

STATE OF ALASKA LANDS SELECTION PROJECT

INITIAL SUBMISSION

SUBMITTED BY:

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

OCTOBER 16, 1991

ALASKA RAILROAD CORPORATION CORRIDOR PROFILES

STATE OF ALASKA LANDS SELECTION PROJECT

INITIAL SUBMISSION

INTRODUCTION

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

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

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

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

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

LIST OF CORRIDORS

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

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

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