

ALASKA LEGISLATURE COMMITTEE FILES 1993-1994 8672

8199 HOUSE TRANSPORTATION

464

## PROFILE INFORMATION

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

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

## MAPPING

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

# ALASKA RAILROAD CORPORATION CORRIDOR PROFILE

## STATE OF ALASKA LANDS SELECTION PROJECT

Corridor Identification Number: 001.

Corridor Title: Nenana to Tanana (Yukon River).

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

**Mileage:** 120 to 125 miles.

**Survey Information:** Location based on controlled preliminary survey using state-of-the-art air photo interpretation, with additional air and ground reconnaissance. Control points were established in the field to 3rd order accuracy. Plan and profile drawings were prepared with a horizontal scale of 1" = 800' and a vertical scale of 1" = 30'. 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 Air strip near Kobuk.

Mileage: 273 miles.

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

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

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

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

### Other Corridor/Reconnaissance Studies:

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

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

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

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

## ALASKA RAILROAD CORPORATION CORRIDOR PROFILE

### STATE OF ALASKA LANDS SELECTION PROJECT

Corridor Identification Number: 003.

Corridor Title: Tanana to Deadhorse Airport.

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

Mileage: 461 miles.

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

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

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

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

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

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

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

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

# ALASKA RAILROAD CORPORATION CORRIDOR PROFILE

## STATE OF ALASKA LANDS SELECTION PROJECT

Corridor Identification Number: 004.

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

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

Mileage: 576 miles.

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

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

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

**Source Document(s):**

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

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

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

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

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

# ALASKA RAILROAD CORPORATION CORRIDOR PROFILE

## STATE OF ALASKA LANDS SELECTION PROJECT

**Corridor Identification Number:** 005.

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

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

**Mileage:** 361 miles.

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

**Recommended Corridor Width:** Not established.

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

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

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

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

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

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

Corridor Identification Number: 006

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

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

Mileage: 271 miles.

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

**Recommended Corridor Width:** 300 feet.

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

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

**Other Corridor/Reconnaissance Studies:**

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

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

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

## ALASKA RAILROAD CORPORATION CORRIDOR PROFILE

### STATE OF ALASKA LANDS SELECTION PROJECT

**Corridor Identification Number:** 007.

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

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

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

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

**Recommended Corridor Width:** Not established.

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

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

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

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

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

## ALASKA RAILROAD CORPORATION CORRIDOR PROFILE

### STATE OF ALASKA LANDS SELECTION PROJECT

Corridor Identification Number: 008.

Corridor Title: Kuskokwim Extension.

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

Mileage: 229 miles.

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

**Recommended Corridor Width:** Not established.

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

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

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

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

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

## ALASKA RAILROAD CORPORATION CORRIDOR PROFILE

### STATE OF ALASKA LANDS SELECTION PROJECT

Corridor Identification Number: 009.

Corridor Title: Kuskokwim Drainage Route.

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

Mileage: 400 miles (plus/minus).

Survey Information: No known material available.

Recommended Corridor Width: Not established.

Material Sites Identified/Located: No.

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

Other Corridor/Reconnaissance Studies: None identified.

Alternate Alignment/Route(s): None identified.

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

## ALASKA RAILROAD CORPORATION CORRIDOR PROFILE

### STATE OF ALASKA LANDS SELECTION PROJECT

**Corridor Identification Number:** 010.

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

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

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

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

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

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

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

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

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

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

## ALASKA RAILROAD CORPORATION CORRIDOR PROFILE

### STATE OF ALASKA LANDS SELECTION PROJECT

**Corridor Identification Number:** 011.

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

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

**Mileage:** 40 miles (plus/minus).

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

**Recommended Corridor Width:** 200 feet (if available).

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

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

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

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

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

## ALASKA RAILROAD CORPORATION CORRIDOR PROFILE

### STATE OF ALASKA LANDS SELECTION PROJECT

Corridor Identification Number: 012.

Corridor Title: Fire Island Extension.

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

Mileage: 7 miles.

Survey Information: No known material available.

Recommended Corridor Width: Apparently not established.

Material Sites Identified/Located: No.

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

Other Corridor/Reconnaissance Studies: None identified.

Alternate Alignment/Route(s): None identified.

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

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

**Corridor Identification Number:** 013.

**Corridor Title:** Kenai/Nikiski Extension.

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

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

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

**Recommended Corridor Width:** Not established.

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

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

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

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

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

HOUSE BILL NO. 183  
IN THE LEGISLATURE OF THE STATE OF ALASKA  
EIGHTEENTH LEGISLATURE - FIRST SESSION

BY REPRESENTATIVE JAMES

Introduced: 2/25/93

Referred: Transportation, Resources, Finance

A BILL

FOR AN ACT ENTITLED

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

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

5 \* Section 1. FAIRBANKS - SEWARD PENINSULA TRANSPORTATION AND  
6 UTILITY CORRIDOR. (a) Not later than April 1, 1995, the northern region of the  
7 Department of Transportation and Public Facilities shall identify and delineate a proposed  
8 transportation and utility corridor between Fairbanks and the western end of the Seward  
9 Peninsula. The corridor shall be sufficient to accommodate construction of  
10 (1) a road;  
11 (2) an extension of the Alaska Railroad;  
12 (3) oil, natural gas, or coal slurry pipelines, or any of them; and  
13 (4) an electrical transmission line.  
14 (b) In performing the work required by (a) of this section,

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

3 (2) the northern region shall consider the following factors:

4 (A) grade and alignment standards that are commensurate with rail and  
5 road construction standards;

6 (B) availability of construction materials;

7 (C) safety;

8 (D) service to adjacent communities;

9 (E) significant environmental concerns;

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

11 (G) minimization of probable construction costs.

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

16 (d) If the commissioner of transportation and public facilities approves or modifies  
17 the proposed corridor when presented under (c) of this section,

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

20 (2) the Department of Transportation and Public Facilities shall

21 (A) exercise its authority under AS 19.05.040 to acquire rights-of-way  
22 across land within the corridor that is subject to the state's power of condemnation;  
23 and

24 (B) work with federal officials to secure reclassification and withdrawal  
25 of federal land in the corridor for reservations and rights-of-way across the federal land  
26 for use as a corridor.

27 ~~(e) Notwithstanding AS 19.10.170(b), in the identification and delineation of the~~  
28 ~~corridor under (a) of this section, the northern region of the department~~

29 ~~(1) shall use aerial surveying methods to the maximum degree possible;~~

30 ~~(2) except for contracts necessary under (1) of this subsection, may not contract~~  
31 ~~for surveying, mapping, and engineering and design services; the northern region of the~~

1 ~~Department of Transportation and Public Facilities shall perform all work using personnel~~  
2 ~~employed by that department.~~

3 (f) The requirements of AS 38.05 (Alaska Land Act) relating to classification and  
4 reclassification of land are inapplicable to actions taken under this section.

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

7 \* Sec. 2. This Act takes effect immediately under AS 01.10.070(c).

Am: passed  
delete sec. e  
in its entirety



# 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: Western Arctic Coal

# Alaska State Legislature

2.

REPRESENTATIVE  
JEANNETTE JAMES  
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White in Juneau  
State Capitol  
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House District 34

## House Of Representatives

### Sponsor Statement HB 182 & HB 183

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

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

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

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

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

# STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
CHIEF OF PLANNING AND ADMINISTRATIVE SERVICES

HB 182  
WALTER J. HICKEL, GOVERNOR

Fiscal Analysis  
2301 PEGEE 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	\$75,000
-topo map work to identify alignment(s)	
-color photography of an entire route including alternate routes over 50% of its length	
Reconnaissance Study	\$90,000
-photo interpretation	
-some fieldwork	
-selecting a route for mapping	
-compile preliminary report	
Reconnaissance Subtotal	<u>\$165,000</u>

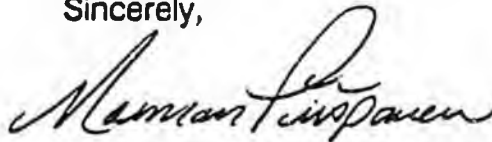
(This is as far as we could go without performing on-the-ground work. It would be adequate for identifying a corridor. It would not be adequate for identifying right of way limits. The following steps would be required for defining the necessary right of way. The estimated costs do not include environmental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

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

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

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

Sincerely,



Norm Piispanen  
Access Planner  
Northern Region

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
<b>TOTAL OPERATING:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAPITAL	4,090.0	3,210.0	0	0	0	0
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REVENUE FUND SOURCE	0	0	0	0	0	0
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FUNDING: (Thousands of Dollars)

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

POSITIONS

FULL-TIME	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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For further distribution information call the Governor's Legislative Office



*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.

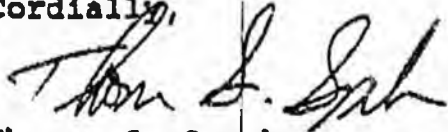
While BSNC favors the above noted bills, action would be needed by our Board of Directors on BSNC's stance of the actual building of a corridor between Fairbanks and the Seward Peninsula.

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.

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  
Chair

cc: Senator Al Adams  
Representative Richard Foster

# WESTERN ARCTIC COAL

# the Alaska Miner

7.

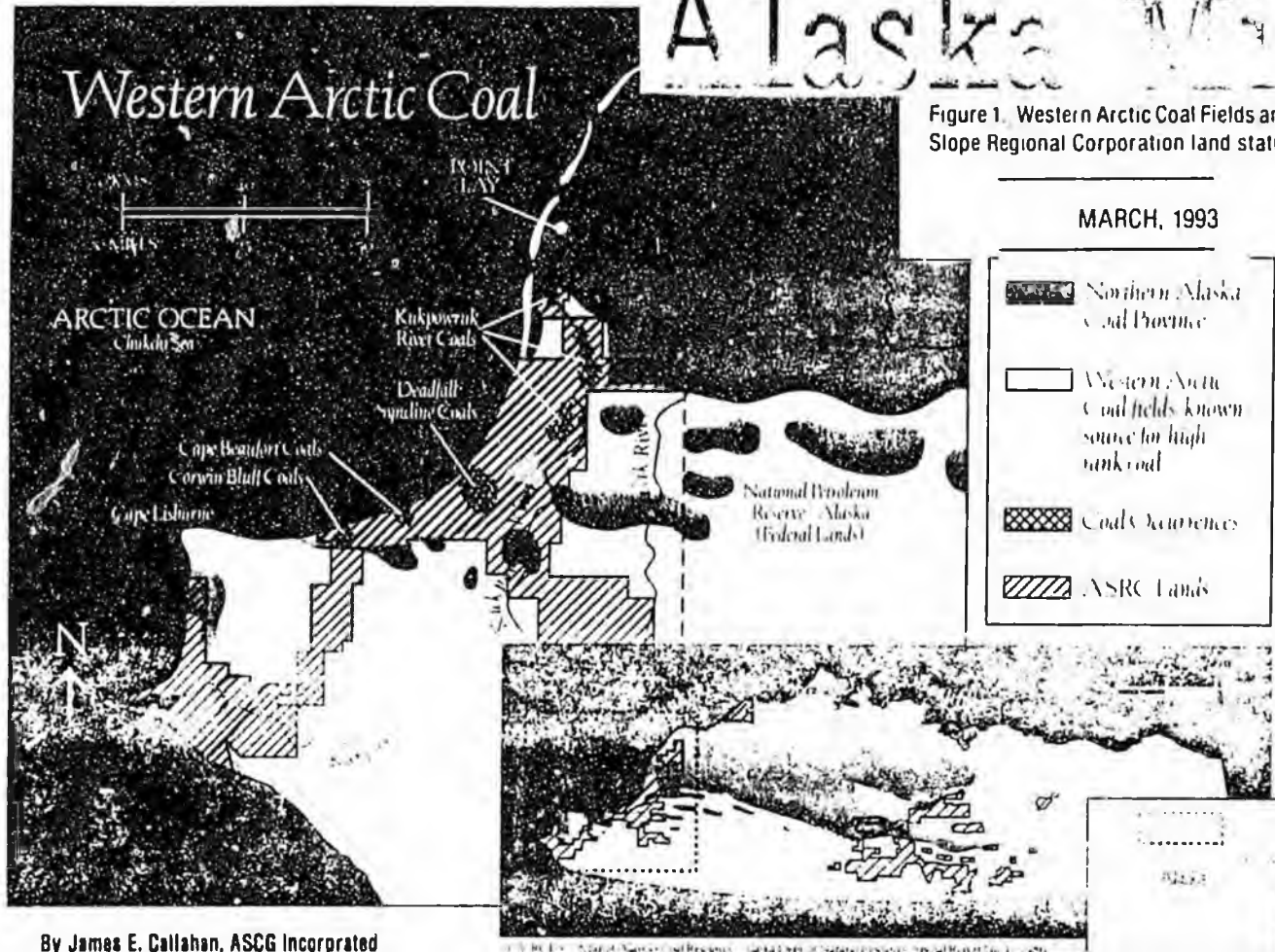


Figure 1. Western Arctic Coal Fields and Arctic Slope Regional Corporation land status.

MARCH, 1993

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

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

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

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

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

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

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

#### COAL QUALITY

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

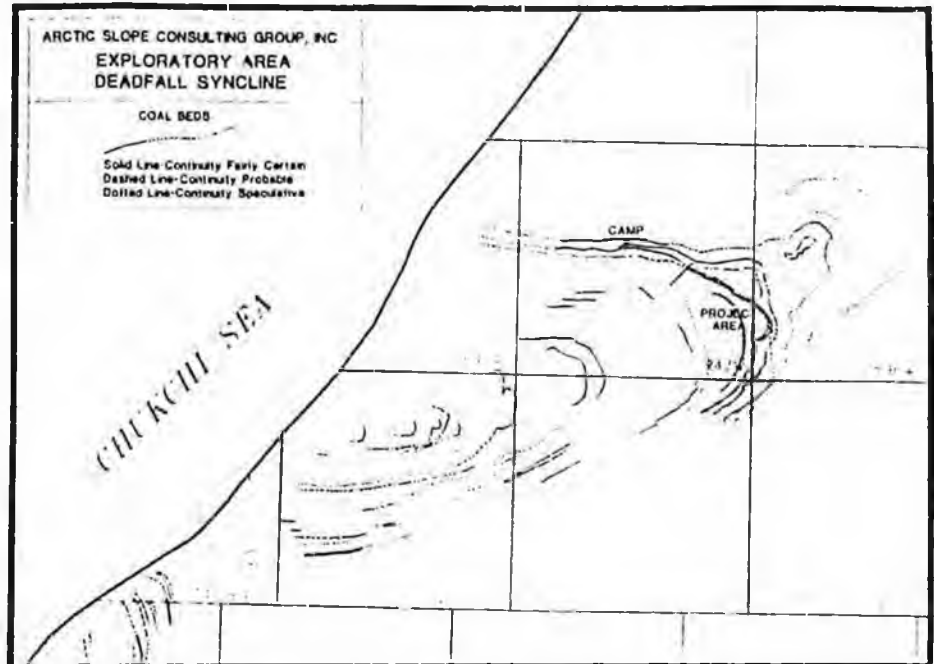


Figure 2 Exploration Area, Deadfall Syncline, Western Arctic Coal Project.



Figure 3. Winter drilling operations at Deadfall Syncline.

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

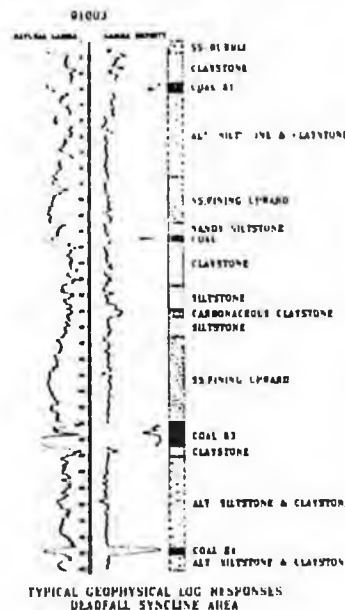


Figure 4. Typical geophysical log responses of coal seam within the Deadfall Syncline.

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

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

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

	K1	K3 (avg)	K4
Moisture	172	326	320
Ash	2039	721	421
Heating Value (Btu/lb)	11068	13078	13662
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.

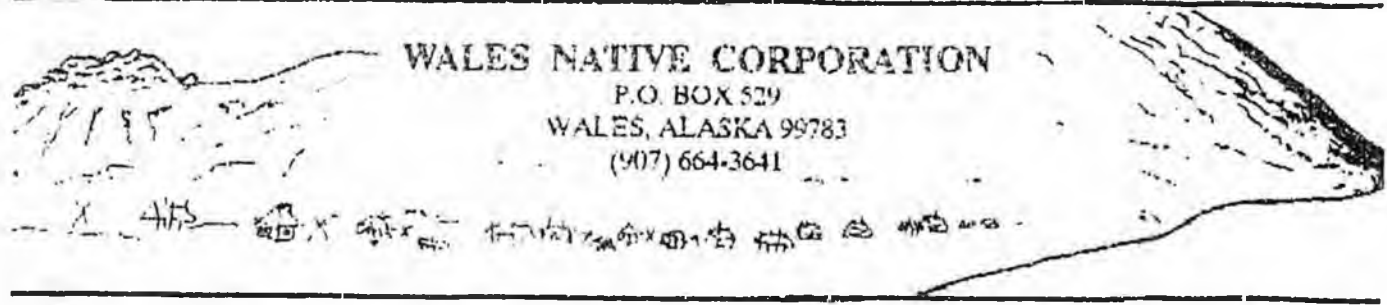
Although the site is remote, the nearest national parks lands are approximately 50 miles away and national interest land impacts should not be an issue during development of this resource. The Deadfall Syncline is located in the foothills and impacts to coastal plains wetlands will be limited to those 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 Arctic coals can be mined year round, with very little productivity loss due to weather. Pilot scale surface mining operations, that have been conducted to date, have shown that work can proceed during the full range of seasons and that typical surface mining practices for drilling, blasting and excavating can be employed. Because the area is within an "Arctic desert" zone, volumes of water that must be handled have been low and untreated water quality from the mine pit has been good.

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

#### REFERENCES

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



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.

# NOME CHAMBER OF COMMERCE

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

Rep. Richard Foster  
Transportation Chairman

March 29, 1993

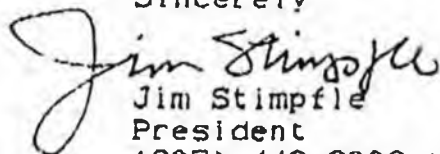
RE: House Bill #182 and #183

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

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

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

Sincerely



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

# NOME CHAMBER OF COMMERCE

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

*ATTN: Jannie Smith*

Sen. Sharp  
Transportation Chairman  
Alaska State Senate

March 4, 1993

Senate Bill #130 and Senate Bill #131 (\$165,000.00  
appropriation)

Proposed draft changes: (Underlined in bold print)  
Jim Stimpfle, President  
Nome Chamber of Commerce  
Nome, Alaska

Senate Bill #130:

"An Act making a special appropriation to the Department of Natural Resources and Department of Transportation and Public Facilities to complete alignments, GPS mapping, engineering, and title support services, for transportation/energy corridors on State lands between Fairbanks and the Seward Peninsula; and providing for an effective date."

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

Section 1. The sum of \$770,000.00 is appropriated from the general fund to DNR's Division of Geological and Geophysical Surveys (DGGS), for GPS (Global Positioning System) mapping to identify route resources, viable mineral districts and adjoining resources along proposed corridors; and for the State Pipeline Coordinators Office to coordinate oversight review with Inhouse personal; and for DOT&PF-Northern Region to estimate engineering design systems and provide special project support for RS-2477 assertions, identification and plotting of alignments working with DGGS and the State Pipeline Coordinator's Office.

eminent domain

page 2

SB#130/13'

3/4/93

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

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

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

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

Sincerely

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

**HB**

**184**

# HOUSE COMMITTEE REPORT

(7)

Date Referred: January 18, 1994

FURTHER REFERRALS:

Finance

Date of Committee Action: 1/18/94

The TRANSPORTATION Committee considered:

SSHB 184

SPONSOR SUBSTITUTE FOR HOUSE BILL NO. 184

APPRO: AK RAILROAD EXTENSION STUDY

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

RECOMMENDATIONS:  the same title  
 be replaced with \_\_\_\_\_  a new title

have attached amendments(s)

do pass

do not pass

no recommendations

individual recommendations

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

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

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

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

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

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

zero fiscal note \_\_\_\_\_

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

SIGNING <u>DO</u> PASS	DP	OTHER RECOMMENDATIONS	DNP	NR	AM
<i>[Signature]</i>	X				
<i>[Signature]</i>	X				
<i>[Signature]</i>	X				
<i>[Signature]</i>	X				
<i>[Signature]</i>	X				

*[Signature]*  
 CHAIRMAN'S SIGNATURE

FISCAL NOTE

Revision Date:  
Title: AK Railroad Extension Study

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

Sponsor: James  
Requestor:

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

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY95	FY96	FY97	FY98	FY99	FY00
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTUAL	0	0	0	0	0	0
SUPPLIES	0	0	0	0	0	0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
<b>TOTAL OPERATING:</b>	0	0	0	0	0	0

CAPITAL	10.0	0	0	0	0	0
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REVENUE FUND SOURCE	0	0	0	0	0	0
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FUNDING: (Thousands of Dollars)

1002 FEDERAL RECEIPTS	0	0	0	0	0	0
1003 GF MATCH	0	0	0	0	0	0
1004 GF	10.0	0	0	0	0	0
1005 GF/PROGRAM RECEIPTS	0	0	0	0	0	0
1006 GF/MHTIA	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
<b>TOTAL FUNDING:</b>	10.0	0	0	0	0	0

POSITIONS

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

Estimate of current year (FY94) impact: 50

ANALYSIS: (Attach a separate page if necessary)

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

Prepared by: Norm Piispanen

Phone: 451-2210

Division: Northern Region Planning

Date: November 2, 1993

Approved by Commissioner: 

Phone: 465-3901

B.A. Campbell

Agency: Department of Transportation and Public Facilities

Date: November 24, 1993

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# Alaska State Legislature

REPRESENTATIVE  
JEANNETTE JAMES  
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North Pole, Alaska 99705  
(907) 488-0862

House District 34



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

## House Of Representatives

### SPONSOR STATEMENT FOR HB 184 Eielson to Canadian Border By Rep. Jeannette James April 7, 1993

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

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

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

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



*Department of Transportation  
and Public Facilities*

# POSITION PAPER

BILL NO: HB 184

APPROVED:

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

TITLE: AK Railroad Extension Study

DATE: March 4, 1993

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

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

*For Further Information contact Katy McHugh at 465-3900.*

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
NORTHERN REGION, REGIONAL DIRECTOR

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

December 30, 1992

Re: Railroad Extension  
Project R-51034

Red Swanson  
113 West 5th Street  
Juneau, AK 99801

Dear Mr. Swanson:

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

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

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

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

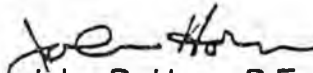
Red Swanson

-2-

December 30, 1992

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

Sincerely,



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

jfb

**HB**

**237**



## Alaska Coastwise Pilots' Association

P.O. BOX 22694  
JUNEAU, ALASKA 99802  
PHONE: (907) 586-2272  
FAX: (907) 463-3773

*Marine Pilotage  
Dispatch Service*

Ketchikan Office  
PHONE: (907) 225-7245  
FAX: (907) 247-4566

Testimony of Captain Mike Spence  
to the House Labor and Commerce Committee  
of the Alaska Legislature  
on HB 237  
March 30, 1993

Testimony of Captain Mike Spence  
to the House Labor and Commerce Committee  
of the Alaska Legislature  
on HB 237  
March 30, 1993

Good Afternoon, Mr. Chairman and members of the committee.  
Thank you for the opportunity to testify today.

My name is Michael Spence. As president of the Alaska Coastwise Pilots Association, I represent approximately one-third of the marine pilots in Southeastern Alaska. I have been piloting in Alaska for seventeen years. The average pilotage experience of the members of my organization is thirteen years. Without exception, the members of our organization are career accident-free pilots.

We are particularly concerned about three elements of the proposed HB 237, those relating to fixing tariffs, fixing the number of pilots in a region, and the measure forbidding cross-regional pilotage. Our concern is that these measures are intended to prevent or stifle competitive pilotage. We have some experience with what effects these measures have on our profession, because they have been tried before by pilot organizations in the State. A brief history of our experience may assist some members of this committee to accurately assess what impact this anti-competition legislation may have on the pilotage profession in Alaska.

From the early seventies to 1990, a monopoly in the pilotage profession existed in Southeast Alaska. This monopoly gained

strength through the deliberate application of strategies not uncommon to other cartels:

- a. internal covenants of noncompetition
- b. agreements to fix the number of pilots allowed to work to assure a high income
- c. restricting entry to the profession to men who were sympathetic to the arrangement.

Once these strategies were implemented, the odds of the organization's success were high because of the tandem effects of monopoly power. One was the inherent power to extract maximum income from shipowners because they as consumers had no alternative supply of pilots. The second was the power over dissenting pilots who risked expulsion from their profession if they attempted to reform the organization.

During this period of monopoly on pilotage rewarded itself with a bounty of treasures. We were assured high incomes. We had a buy-in scheme which allowed us to pyramid the value of entry to the profession to whatever price we would choose. We assigned voting privileges so a few pilots controlled the organization over the fractional votes of many others. We had internal shifting of pilot incomes that enabled certain pilots to make 50% more than

others with the same license who worked the same amount of time. We had pension plans designed to benefit men who started piloting in their late fifties, and who could retire soon thereafter without paying a nickel into the plan. We had internal agreements to protect the reputation of our members by not revealing complaints of ship captains, near-miss incidents, or incidents of intoxication of pilots.

Near the end of this period of monopoly, there were pilots who objected to this system. To them, it was a system which cared less about competent pilotage than it cared about covering up for its errant brothers. To counter the threat of those dissenting pilots, rules were written up by the organization which forbid those pilots from testifying to the Board of Marine Pilots or to members of the Alaska Legislature, on penalty of expulsion from the organization.

But some of those dissenting pilots still risked their careers to testify to authorities, and reveal the truths which the organization had so zealously guarded. For these pilots the only alternatives were to seek other careers or to form a new organization. In Southeast Alaska, we chose to form a new organization: The Alaska Coastwise Pilots' Association.

Our organization has been in competition with the dominant group in Southeast Alaska for about three years. Our professional standards are as high now or higher than before the advent of this competition. Our relationship with ship owners as independent State pilots bound to obey the laws of Alaska is unchanged.

Through more efficient dispatching we have optimized on our manpower and reduced overhead costs. By eliminating pyramid scheme buy-in fees and disallowing unfunded pension plans we have prevented substantial liabilities. These efficiencies enable us to provide a better service to our clients, and improved working conditions for our pilots. We have prevented financial inequities within our group by minimizing the internal shifting of pilot incomes. Our dominant competitor imitated some of these same improvements to discourage its pilots from breaking ranks to join our organization. In this manner pilots from both organizations have actually benefitted from competition.

Despite the foregoing, the group which holds the dominant share of the market in Southeast Alaska, joined by the dominant groups in other regions, now seeks State legislation to prevent or limit competition.

The measure in HB 237 seeking to fix the number of pilots in a region is designed to restrict the number of competitors in a region. This measure could create a shortage of pilots in any region if the Board of Marine Pilots simply failed to accurately predict attrition.

Similarly, the measure in HB 237 which prohibit cross-regional pilotage except in case of emergency or a change of boundaries needlessly restricts a supply of pilots which historically has been put to good use.

The measure giving authority to the APUC to set fixed tariffs may indeed move the tariff-setting process to a more organized venue for rate setting, but it may do so at increased costs to already burdensome license fees, however. The measure to fix the tariff is anti-competitive because it disables a new organization of pilots from offering a better deal to shippers. If the APUC is to be involved with rate setting, it should be a maximum tariff, not a fixed one.

As written, HB 237 is not legislation which promotes safety of shipping or environment. It is a bill which promotes the economic safety of already dominant pilot organizations.

If the legislature seeks to improve the Marine Pilotage Statute there are more meaningful changes which could be made. These changes include:

- A section providing for rotational selection of the two pilot members of the Board of Marine Pilots from all pilot groups in Alaska.
- A section preventing the Board of Marine Pilots from fixing the number of pilots or pilot groups that may be licensed or authorized to operate in any region of the State.
- A section providing for independent impartial and unbiased license examiners to administer pilot examinations.
- A section which provides that the APUC may set a maximum tariff.
- A section which revises and cleans up the threshold requirements for Deputy Marine Pilot licenses in the statute.

Spence Testimony/HB 237  
March 30, 1993  
Page 8

Thank you again for the opportunity to testify today. I would be happy to answer any questions from the committee.

Sincerely,

ALASKA COASTWISE PILOTS ASSOCIATION

Captain Mike Spence

Anchorage - 1st list.

10/27/88  
10 25 29

101-2034  
PUBLIC HEARING

LEGISLATIVE TELEPHONE NETWORK SYSTEM  
REPRODUCTION COST BILLS (SICILIANO)  
SCHEDULED TO 10/27/88 11:30 TO 12:00  
LOCAL TELECOMMUNICATION

LINDISS  
- 20-000  
- 200-000

LEGISLATION CONCERNING  
106 257

DANTE!

BLACKHOLE



AK. PARTIAL

TESTIFY

04/19/93  
07:42:06 N  
TCN 30511

LEGISLATIVE TELECONFERENCE NETWORK  
CONFERENCE DISPLAY PAGE 03 - PARTICIPATING LIOs  
T/C DATE: 04/15/93 TIME: 17:00 to 19:00 STATUS: 7 STATS IN

LTN1403

* LIO	NAME	ROOM ADDRESS	ROOM#	MODERATOR
ANC	ANCHORAGE	3111 C STREET	ZZZ	ZZZ LOCATION STAFF
* JNU	JUNEAU	CAPITOL	CAP017	CRS CHRIS KNAFF
KTN	KETCHIKAN	352 FRONT STREET	ZZZ	ZZZ LOCATION STAFF
SOL	KEN/SOL	34824 KALIFONSKY	ZZZ	ZZZ LOCATION STAFF

MSG: 1410 NO FURTHER INFORMATION

ENTER Pg# 04 PF2 NextC# ynnnn PF3 Exit PF4 Menu PF5 Update PF7 Bwd PF8 Fwd

04/19/93  
07:42:24 N  
TCN 30511

LEGISLATIVE TELECONFERENCE NETWORK  
CONFERENCE DISPLAY PAGE 04 - VOLUNTEER & OFF-NET SITES  
T/C DATE: 04/15/93 TIME: 17:00 to 19:00 STATUS: 7 STATS IN

LTN1404

* LIO	VTS	NAME	ADDRESS	CONTACT	TELEPHONE
ZZZ	OF1	OFFNET 1	ANCHORAGE	DAVE MILLEN	907 561 5599
ZZZ	OF2	OFFNET 2	ANCHORAGE	BOB LOHR	907 248 5432

MSG: 1410 NO FURTHER INFORMATION

ENTER Pg# 05 PF2 NextC# ynnnn PF3 Exit PF4 Menu PF5 Update PF7 Bwd PF8 Fwd

Soldotna / Kenai - 1st list

NOV 2 1994  
11 08:37

LEGISLATIVE TEL CONFERENCE NETWORK SYSTEM  
PARTICIPANT LIST (ALL PARTY MEMBERS)  
SCHEDULED FOR 04/15/92 11:00 TO 12:00  
PUBLIC HEARING HOUSE TRANSITATION

LNH100  
P. 20  
END

LOCATION: KENAI  
ID 237

MR. BERNIE

SMITH

TESSORO

TESTIFY



LTN1100-R01

LEGISLATIVE TELECONFERENCE NETWORK

PAGE 01

04/15/93

12:39.09

TCN: 30511

DATE & TIME: 04/15/93 17:00 TO 19:00 STATUS:4 RE-SCHED.

\*\*\*\* ORDER SUMMARY \*\*\*\*

SPONSOR: HTRA HOUSE TRANSPORTATION

CHAIR: FOSTER

PURPOSE: PUB PUBLIC HEARING

CONTACT: JEANNIE

TEL#: (907)465-4858

CHAIRING SITE: JUNEAU

CAPITOL

CAP017

TOLL FREE: (700)222-1000

DIAL-UP:

LIO:(800)478-9908

SPONSOR REMARKS(PUB): TESTIMONY:Y ALLOWED

99 MINUTE LIMIT

SPONSOR REMARKS(LIO): BACKUP MATERIAL:N MEETING IN PROGRESS:N MAX. SITES: 5  
GAVE JEANNIE THE NUMBER FOR THE ANC OFFNET (AND ACCESS CODE) ON 4/15. BK  
TCN REQUESTED ON 04/15/93 AND HAS 5 UPDATES

\*\*\*\* AGENDA \*\*\*\*

1 HB 237 MARINE PILOT LICENSING AND TARIFFS

\*\*\*\* PARTICIPATING LIOS \*\*\*\*

ANC ANCHORAGE	3111 C STREET	LOCATION STAFF
JNU JUNEAU	CAPITOL	CAP017 CRS CHRIS KNAFF
KTN KETCHIKAN	352 FRONT STREET	LOCATION STAFF
SOL KEN/SOL	34824 KALIFONSKY	LOCATION STAFF

\*\*\*\* VOLUNTEER & OFFNET SITES \*\*\*\*

ZZZ OFF OFFNET 1

ANCHORAGE

DAVE MILLER

(907)561-5599

\*\*\*\* UPDATES \*\*\*\*

01	04/07/93	10:34:51	ANNOUNCING TELECONFERENCE
02	04/07/93	11:35:50	KETCHIKAN ADDED ON
<del>03</del>	<del>04/07/93</del>	<del>17:04:21</del>	<del>DATE CHANGE 04/08 17:00 TO 04/15 17:00</del>
04	04/14/93	14:30:10	KEN/SOL ADDED ON
05	04/15/93	08:23:51	ANCHORAGE ADDED ON

Ketchikan 1st list

#1A 2005  
17

LEGISLATIVE TELECONFERENCE NETWORK SYSTEM

CEATED

PARTICIPANT LIST CALL PARTICIPANTS

BY 2016

ITEM 50517 SCHEDULED FOR 04-15-2016 11:00 TO 12:00

FILE 4010

PUBLIC HEARING

HOUSE TRANSCRIPTION

LEGISLATIVE NETWORK

04 17

MR.

MICHAEL

SPENCE

VERIFY

04 17

MA.

WILL

THOMAS

VERIFY

*new materials*

*HB237*

8-LS0870N.1 ✓

Lauterbach

4/7/93

A M E N D M E N T

OFFERED IN THE HOUSE

BY REPRESENTATIVE HUDSON

TO: CSHB 237(L&C)

Page 5, after line 11:

Insert a new bill section to read:

"\* Sec. 8. AS 08.62 is amended by adding a new section to article 1 to read:

Sec. 08.62.060. ANTI-DISCRIMINATION PROGRAM. (a) The board shall design a program to eliminate and prevent discrimination in training, licensure, and employment of marine pilots on the basis of race, religion, color, national origin, sex, marital status, change in marital status, pregnancy, or parenthood. The board shall adopt regulations to implement and enforce the program.

(b) This section does not affect the authority of the State Commission for Human Rights to implement and enforce AS 18.30."

Renumber the following bill sections accordingly.

**DIVISION OF LEGAL SERVICES**

**LEGISLATIVE AFFAIRS AGENCY  
STATE OF ALASKA**

(907) 465-3867 or 465-2450  
FAX (907) 465-2029  
Mail Stop 3101

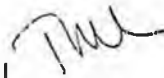
130 Seward Street, Suite 409  
Juneau, Alaska 99801-2105

**MEMORANDUM**

April 7, 1993

**SUBJECT:** Marine Pilots (CSHB 237(L&C))

**TO:** Representative Bill Hudson

**FROM:** Terri Lauterbach   
Legislative Counsel

Enclosed is the draft CS you requested for HB 237.

I have moved the language about "impartial examinations" to AS 08.62.040(a)(2) on page 1 of the bill because I think that is a better place for it than AS 08.62.040(a)(9), as was proposed in the amendment.

As to your question about whether the anti-discrimination language of "Amendment #7", would be redundant to other laws, subsection (a) and (c) in that amendment would not be redundant. There is some redundancy in subsection (b) because AS 18.80.255 already prohibits a state agency from discriminating based on race, religion, sex, color, or national origin in relation to "services," "advantages," or "privileges." I believe licensing would fit under AS 18.80.255 as a "privilege" in this context.

The categories not listed in AS 18.80.255 that are covered in Amendment #7 are marital status, changes in marital status, pregnancy, or parenthood. An **employer** may not discriminate against a pilot based on any of these reasons because of AS 18.80.-220. I do not know of any specific statutory prohibition against board discrimination when granting licenses based on these other categories, but the Equal Protection clauses of the state and federal constitutions would probably prohibit this kind of discrimination.

The addition of "sexual orientation" as a category for which discrimination was not allowed would be new and not redundant of any applicable law that I know of.

Therefore, the best answer I can give you at this point is that subsections (a) and (c) would not be redundant, (b) is probably redundant, and the addition of "sexual

AMENDMENT

OFFERED IN THE HOUSE

BY REPRESENTATIVE HUDSON

TO: CSHB 237(L&C)

Page 7, line 4

delete "regulations setting fixed"

# **CORRECTION**

**THIS DOCUMENT  
HAS BEEN REPHOTOGRAPHED  
TO ASSURE LEGIBILITY**

**DIVISION OF LEGAL SERVICES**

**LEGISLATIVE AFFAIRS AGENCY  
STATE OF ALASKA**

(907) 465-3867 or 465-2450  
FAX (907) 465-2029  
Mail Stop 3101

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

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**FROM:** Terri Lauterbach *TL*  
Legislative Counsel

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Therefore, the best answer I can give you at this point is that subsections (a) and (c) would not be redundant, (b) is probably redundant, and the addition of "sexual

Representative Bill Hudson

April 7, 1993

Page 2

orientation" would not be redundant. In other words, most of Amendment #7 would not be redundant.

Please let me know if I can be of further assistance.

TML:gc  
93-318.glc

Enclosure

AMENDMENT

OFFERED IN THE HOUSE

BY REPRESENTATIVE HUDSON

TO: CSHB 237(L&C)

Page 7, line 4

delete "regulations setting fixed"

AMENDMENT

OFFERED IN THE HOUSE

BY REPRESENTATIVE HUDSON

TO: CSHB 237(L&C)

Page 4, line 23

delete "regulatory cost charge" and insert "fee"

Page 4, line 24

delete "regulating" insert "establishing"

Post-It <sup>®</sup> brand fax transmittal memo 7671		# of pages
To: Lynda	From: Bob Lohr	
Co. Rep. Hinkson	Co. APUK	
Dept. House LtE	Phone # 263-2174	
Fax # 465-6790	Fax # 276-0160	FINAL

Position Paper on HB 237

The Alaska Public Utilities Commission (Commission) believes that the assignment of new responsibilities to an agency is a legislative decision, subject to the Governor's approval. If this responsibility is assigned to the Commission, it will adopt the marine pilot tariff in accordance with the factors defined by the statute. The Commission recognizes the critical importance of marine pilots to marine safety.

HB 237 (the Bill) would require the Commission to adopt a tariff for marine pilot services required under AS 08.62. The Commission has considerable experience in approving tariffs for public utilities and pipeline carriers. During FY 92 the Commission handled 303 tariff revisions from a total of 104 regulated utilities and 15 pipeline carriers. The principle of just and reasonable rates is well-established in utility regulation. Typically these tariff decisions are based on tariff actions proposed by the utility or carrier and approved, modified, or rejected by the Commission.

The Commission understands that the present law requires the Board of Marine Pilots to adopt a maximum tariff for marine pilot services and requires pilot associations to adopt tariffs within that maximum. This arrangement has led to price competition between certain pilot associations.

HB 237 would eliminate the price competition by requiring the Commission to establish a fixed tariff and by requiring pilots to charge and associations to collect only that fixed amount. No price variation from the established tariff is permitted.

Alaska Public Utilities Commission / POSITION PAPER

Position Paper on HB 237  
April 9, 1993  
Page 2 of 4

Page 3, line 19-20 of the bill would require the tariff adopted to be "just and reasonable and in accordance with accepted maritime industry practices and standards." The Commission is advised that marine standards and practices are not widely accepted and are the subject of considerable debate. The Commission believes that the legal standard of "just and reasonable", in combination with the list of required considerations is adequate direction to the Commission. Therefore, the Commission recommends deletion of the bold-faced as shown above.

Allowed pilot expenses is amended to exclude the cost of political contributions, public relations and lobbyist expenses (page 3, line 31). The Commission recommends substitution of "lobbying" for lobbyist. One of the new standards proposed in this legislation is the consideration of "the economic effect of the proposed tariff on the industry, the area, and the state". The Commission recommends clarification or deletion of this standard because it would be difficult to apply and would likely lead to debate in the future. If the intent is to ensure that pilotage services are available to all ports at reasonable rates, the Commission suggests the concept of universal service from federal Communications Act may be appropriate.

The Commission recommends that two factors be added to the list of required considerations (page 4, line 8 of the Bill)

(1) the supply and demand for pilotage services; and (2) the public interest in maintaining efficient, economical and reliable pilotage service.

Position Paper on HB 237  
April 9, 1993  
Page 3 of 4

HB 237 would require the marine pilot tariff to be adopted as a regulation. The Commission recommends that the tariff be developed through its normal adjudicatory process because established procedures are well-settled for accomplishing this. Language to carry out this recommendation is attached to this position paper. Other states, such as Maryland and Oregon, treat pilot tariffs this way. The regulatory process is generally more lengthy and expensive than adjudicatory decision-making, in part because it requires the approval of the attorney general's office and filing by the Lieutenant Governor. Due process is assured in the adjudicatory process. The Commission makes these decisions after providing all interested parties the opportunity to be heard.

However, the Commission has no experience whatsoever in marine pilot tariffs, so expertise in this area would have to be developed. The Commission believes that expertise in the maritime area of practice must be developed to do a proper job. A fiscal note has been prepared for this bill and is attached.

Section 6 of the bill adds subsections to AS 08.62.045. Subsection (f) requires the Commission to adopt regulations to apply a regulatory cost charge to vessel movements sufficient to cover the costs of regulating marine pilot tariffs. The Dept. of Revenue would collect this charge. The Commission recommends that this section be amended to clarify responsibility for payment of these fees.

Position Paper on HB 237  
April 9, 1993  
Page 4 of 4

The Commission understands that the House Labor & Commerce Committee is considering one amendment that would make the Commission, rather than the Marine Pilots Board, responsible for limiting by regulation the number of pilots and for establishing criteria for selecting pilots to be awarded licenses. This Commission believes that this function should not be assigned to the Commission and that it should stay with the Board. Furthermore, it is beyond the Commission's expertise.

SUITE 215  
1600 A STREET  
ANCHORAGE, ALASKA 99501



(907) 272-0714  
FAX: 9072728795  
TELEX: 6733427  
(MCI)  
CABLE: ALAMAR

15 April, 1993

To: Chairman, House Transportation Committee

Re: Comments on House Bill 237

Dear Mr. Chairman,

I wish to correct Captain Will Anderson's testimony presented during the Labor and Commerce committee meetings.

It is my understanding that he stated that another pilot group in Dutch Harbor was performing unsafe pilotage, specifically in the East Channel transit. From what I have been advised, the reason that Alaska Marine Pilots refused to move the vessel was because of their concern over the depth of the water in the channel and the draft of the vessel.

As local representatives for shipping companies, we are constantly concerned about all matters regarding the safe movement of their vessels. Therefore, we have in the past requested from the Pilot Associations, guidelines and restrictions on vessels transiting the East Channel so that we may pass this information on to the ship operators. In memos from Southwest Alaska Pilots Association and from Alaska Marine Pilots there is no restriction on the draft of the vessel. There are restrictions on the length of the vessel, and recommendations that vessels over 350 feet use extra caution and recommendations that vessel over 400 feet should not make this passage. The length of the vessel we have been talking about is 338 feet. The written recommendations for draft are "Acceptable Draft". A prudent Mariner will use his knowledge of the area, tides and tugs to make their maneuvers as safe as possible.

I would like to point out that this example of supposed unsafe pilotage really has nothing to do with the competition between two pilotage groups, but in actuality directly relates to the capabilities of the various pilots within the groups. Prior to Alaska Marine Pilots calling us and informing the local agent that they would not move the vessel, we had previously received confirmation from one of their members that he was prepared to move the vessel and felt confident that it could be done safely. It was only later, after AMP internally discussed this situation that their final reply was received. It is obvious that the capabilities of each pilot differ within the various groups in the state. In fact, I have documents available that show Alaska Marine Pilots had moved that same vessel through the same channel with a deeper draft than the one the recently refused.

## House Transportation Committee, Page Two

I would also like to point out that the pilot group that did move the vessel has a member that has personally sounded the depths of this channel to compare his information with the NOAA charts of the area. In addition, during this move of the vessel through this channel, a tug boat was sent through with a depth sounder to confirm the depth of the water along the lines that the vessel would be moving. We feel that if there is concern that this move was unsafe, then the Marine Pilot Coordinator should investigate. We strongly feel that swift and sure discipline for unsafe activities is the only tool required for safety. Other arguments are merely self interest.

We believe that competition in pilotage must be able to continue throughout the State of Alaska and has been shown to actually benefit the safety concerns of the State. Prior to 1988, there was only one pilot group working the region with limited members being available during the peak periods of activity. It is fact that many times a pilot on a lead vessel would transit an area with several other vessels following behind, without pilots on board. In January of 1988, Alaska Marine Pilots began operating in the Westward area and it's members grew from only a handful to 15, supplying pilots to the area and competing with the existing group.

Ironically, Alaska Marine Pilots has now splintered and has competition. This gives reason for both groups to actually perform a better service, not the poor or unsafe service that many people are trying make us believe. This argument is false and in the real world the exact opposite is true.

Another advantage that competition gives all of us, is that their actions and costs must be justified. An area that concerns me is in the arbitrary manner an industry controlled by a monopoly can set costs for service, with no room for negotiations. For example, near the end of March, we sent Alaska Marine Pilots a schedule of movement for a Cruise Ship that is going to visiting various ports in the Western Region. We gave them the schedule so that they could look at the ports involved and prepare an estimate cost of pilotage. Several days passed without any information from them, at which time I asked someone in my office to call them and get a "rough" estimate of what the cost would be so that we could inform the Cruise company that was anxious for the information. During that phone conversation, we were advised that a highest end estimate would be approximately \$1,500 per day.

On the 4th of April, we were advised by fax that the cost of pilotage would be \$1,500 per day, plus travel time, travel expenses and per diem. I have looked through various tariffs that they have and do not have a clue as to how this figure was reached. So, we have been advised that they will be charging the vessel in excess of \$45,000 per month for their services. We believe that costs for services and products should not be "round" numbers that are pleasing to the ear, and to the pocketbook.

House Transportation Committee, Page Three

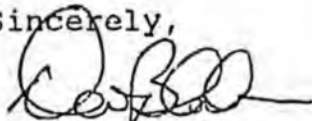
One may ask the question, what is the problem with \$1,500 as competition now exists in the Western Area? Please be advised that competition does not yet exist in the Region as a whole. Until the number of pilots in both groups becomes more equal, certain areas of service will continue to be monopolized by Alaska Marine Pilots.

We will again state, we support competition and desire the competition between the two groups to increase, as it is competition that gets us off our rear end to continue to improve ourselves and perform in an efficient manner.

Once again, for the record, it is in shipping publics best interest to support 2 healthy pilot groups.

Thank you for your time.

Sincerely,



Daniel Blackmore  
Vice President  
Alaska Maritime Agencies

# Alaska State Legislature

REPRESENTATIVE BILL HUDSON

State Capitol  
Juneau, Alaska  
99801-1182  
(907) 465-3744

COMMITTEES  
CHAIR  
Labor & Commerce  
VICE CHAIR  
Resources  
MEMBER  
Transportation  
Regulation Review  
Economic Development  
Task Force

## SPONSOR STATEMENT CSHB 237 (L&C) MARINE PILOT TARIFFS

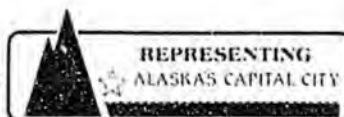
HB 237 was introduced to fine tune Alaska's Marine Pilot Act of 1991, and to provide a mechanism to determine pilotage tariffs, now left to the several pilot organizations by statutory provision, and scheduled to be repealed on June 30, 1994.

While the 1991 Act improved marine pilotage in Alaska, its implementation has revealed that many problems still need to be addressed, specifically with regard to the powers of the Board of Marine Pilots and tariff setting. HB 237 seeks to remedy these problems by:

- 1) better defining the powers of the Board of Marine Pilots to make it more effective; and
- 2) charging the APUC with the authority to set tariffs and determine the number of pilots needed to ensure the safe pilotage of Alaska's waters.

Present law requires the Board of Marine Pilots to adopt a maximum tariff for marine pilot services and requires pilot associations to adopt tariffs within that maximum. This arrangement has led to competition between pilot associations to offer the best price for their services, and has strained relationships on the board and in the regions. CSHB 237 provides for the APUC, through the adjudicatory process, to set fixed tariffs. By doing so, industry will have a longer view of the tariff situation, tariffs will be uniform where they are now often dissimilar between pilot organizations, and the Board will be free to deal with the task of assuring competent pilotage of Alaska's waters.

Similarly, fixing the number of pilots per region recognizes that pilotage is a natural monopoly, controlled by the state, in the interest of public safety and the smooth and efficient flow of commerce. Spreading an excessive number of pilots over a limited amount of trade could dilute a pilot's knowledge of Alaska's waterways. I do not believe this to be in the state's or public's best interest. Recency in pilotage is crucial and this is only achieved by working on the water as much as possible. CSHB 237



charges the APUC with the task of establishing, by regulation, the minimum and maximum number of pilots to be licensed in a region based on the number needed to assure a necessary cadre of professional pilots, the safety of human life and property, and the protection of the marine environment of the state. Controlling the number of licenses to be issued is a well established practice among maritime states, and Alaska heretofore has been unique in its approach of allowing unlimited access.

CSHB 237 also sets out specific criteria for the Board to use in determining the licensing pilots in more than one pilotage region at a time. Additionally, it provides for an independent, impartial and unbiased examination for all pilot license applicants. Current law is vague in this regard and this vagueness has tended to make the Board ineffective and inefficient.

I recognize that groups of professionals such as these highly skilled, knowledgeable persons may wish to associate for insurance, shared benefits, or other commonality. This bill seeks not to limit pilots to organize as they see fit. What we as legislators need to assure is that pilots remain professionally apart from the shipping companies that employ them. Setting a fixed, uniform tariff and some ground rules on dispatch, coupled with limiting licenses will, as I said, give shipping companies assurance of costs and access to licensed professionals without limiting their right to choose those they wish to employ.

I believe CSHB 237 will make the movement of shipping in Alaska waters safer, and I urge your favorable consideration of this important legislation.

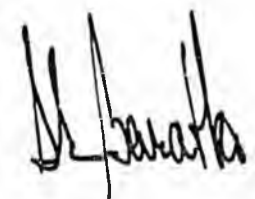
2/20/93

**MEMORANDUM** (Brief Communications)

**State of Alaska**

<b>TO:</b>	Name REPRESENTATIVE HUDSON	Dept./Div./Sect.	Mall/Stop
<b>FROM:</b>	Name MARINE PILOT COORDINATOR	Dept./Div./Sect. LICENSING? COMM AND ECO DEVEL	Phone 2548 Mall/Stop
<b>SUBJ:</b>	PILOT DISPATCH IN WESTERN ALASKA		Date 6 APRIL 1993

THE ATTACHED IS FOR YOUR INFORMATION. THERE IS OBVIOUS CONCERN BY AMP WHEN A PILOT FROM A COMPETING ORGANIZATION IS GIVEN DISPATCH AUTHORITY BY AN AGENT.



*Please copy for committee.*

*HB 237*

SUITE 215  
1600 A STREET  
ANCHORAGE, ALASKA 99501



(907) 272-0714  
FAX: 9072728795  
TELEX: 6733427  
(MCI)  
CABLE: ALAMAR

TO: WESTERN ALASKA PILOT ASSOC.  
FM: ALASKA MARITIME AGENCIES/Anchorage  
ATTN: MR. BOB BOYD, President  
RE: PILOT DISPATCH IN WESTERN ALASKA

Page 1 of 1

April 2, 1993

Dear Bob:

Thank you for your letter of March 31. As you know, we were hoping that AMP and WAPA would be able to negotiate a working agreement regarding dispatch of pilots in Western Alaska for the remainder of the year. However, with the summer season hard upon us and nothing in place, we find ourselves forced to take unilateral action, even if only temporarily, to protect the interests of our customers and keep the ships moving.

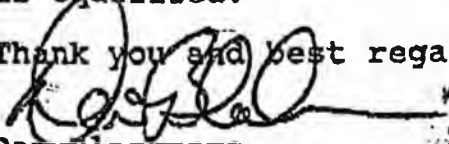
We therefore request that Bob Boyd act as pilot dispatcher for all ALAMAR vessels in Western Alaska for the months of May, June, July and part of August.

We understand that AMP has again offered to sit down with the WAPA group and discuss a joint dispatch agreement. As ALAMAR, we encourage such talks and if an agreement is reached, we will certainly abide by it. However, in the interim we feel we must put a workable, single source dispatch system in place in time for Togiak herring and for that, we ask your help.

I would also like to reiterate ALAMAR's desire to equalize pilot income in the Western region over both groups. We feel it is in our principal's best interest that both associations stay healthy and viable, and we will be discussing with you ways of dividing the work between the two groups which will achieve these ends.

It appears that ALAMAR's current split of 1/3 WAPA; 2/3 AMP may have to be amended in WAPA's favor as we understand that North Star is currently dispatching 3 of every 4 vessels to AMP and ANP Shipping is dispatching all their vessels to AMP. Again, a negotiated joint dispatching arrangement is the best solution, but barring that, we will do what is necessary to see that income is equalized.

Thank you and best regards,

  
Dan Blackmore  
Vice President, Alaska Operations

ANCHORAGE • Cordova • Homer • Kenai • Kodiak • Seward • Whittier • DUTCH HARBOR • Dillingham • Naknek  
KETCHIKAN • Haines • Juneau • Sitka • Skagway • Wrangell • VALDEZ

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**ALASKA MARINE PILOTS**  
**DISPATCHING SERVICE**

P O BOX 730 • DUTCH HARBOR ALASKA 99692 • 907 581 1240

April 1, 1993  
VIA FAX

Western Alaska Pilots Association  
Dutch Harbor, Alaska

Re: Joint dispatch agreement

Gentlemen:

AMP continues to believe that a joint dispatch agreement for the Western Region is in the best interests of safe and efficient piloting, our customers, and the individual pilots in both groups. However, as our recent exchange of written proposals illustrates, many points of disagreement remain regarding the formation and operation of a joint dispatch system.

At this point, AMP believes that the only productive way to resolve this problem is through face to face negotiations between representatives of our two organizations. While the written exchanges have helped define the issues, we have made no real progress toward resolution. In light of the short time remaining before the summer season is upon us, we believe the time has come to sit down and reason together in earnest.

We therefore urge you to meet with us face to face as soon as possible with an eye toward remaining in the room together until we either have an agreement or become convinced that no agreement is possible under any circumstances. We are willing to meet with one or more WAPA pilots of your choosing any time in Dutch Harbor, Anchorage, or Seattle.

In order to minimize potential personality conflicts as much as possible, we invite WAPA to designate at least two AMP pilots to represent AMP in this negotiation. All we ask of WAPA is that its negotiators be WAPA pilots rather than WAPA's legal counsel or other non-pilot representative. It must be understood, of course, that AMP's negotiators will be consulting with the other AMP members throughout negotiations, and that any final agreement must be approved by a majority of AMP's members. We assume that the same would be true for the WAPA negotiators. The important thing, in our view, is to get people in a room discussing this issue in good faith.

Western Alaska Pilots Association  
Dutch Harbor, Alaska  
April 1, 1993  
Page Two

It may be that we cannot make significant progress without the assistance of a mediator. We understand that Commissioner Paul Fuhs is willing to participate in this negotiation or designate someone from his office to do so. We are content to have you explore this with Commissioner Fuhs, or we will do so if you prefer. Capt. Will Anderson is currently in Juneau, and would be able to check promptly with Commissioner Fuhs' office. We are providing a copy of this letter to Commissioner Fuhs for his information.

AMP's members obviously feel strongly about a number of the issues involved in creating and operating a joint dispatch system. However, we assure you that no issue is off limits for discussion: everything is on the table, and we are willing to consider in good faith anything you may wish to discuss. Our objective is to resolve rather than perpetuate our differences, and we are confident that there is a solution that will be acceptable to all interested parties.

Please respond as soon as possible to AMP's Dutch Harbor office. We look forward to hearing from you.

Alaska Marine Pilots



Capt. Will Anderson

cc: Commissioner Paul Fuhs  
(hand delivered)

AMP/Dutch Harbor