

ALASKA LEGISLATURE COMMITTEE FILES 1999-2000 8672

10154 SENATE TRANSPORTATION

1 Prince of Wales Island.

Sec. 29.35.705. Audits. (a) The board shall have the financial records of an authority audited annually by an independent certified public accountant.

(b) An authority shall make all of its financial records available to an auditor appointed by a municipality participating in the authority for examination. (§ 2 ch 97 SLA 1992)

Sec. 29.35.710. Remedies. A holder of bonds or notes or coupons attached to the bonds issued by an authority under AS 29.35.625, and a trustee under a trust agreement or resolution authorizing the issuance of the bonds, except as restricted by a trust agreement or resolution, either at law or in equity, may

(1) enforce all rights granted under AS 29.35.600 — 29.35.730, the trust agreement or resolution, or another contract executed by the authority; and

(2) compel the performance of all duties of the authority required by AS 29.35.600 — 29.35.730 or the trust agreement or resolution. (§ 2 ch 97 SLA 1992)

Sec. 29.35.715. Claims. For the purpose of judicial and regulatory proceedings by and against an authority, an authority and its board members and employees enjoy the same rights, privileges, and immunities as a municipality and municipal officers. (§ 2 ch 97 SLA 1992)

Sec. 29.35.720. Conflicting laws inapplicable. If provisions of AS 29.35.600 — 29.35.730 conflict with other provisions of this title, the provisions of AS 29.35.600 — 29.35.730 prevail. (§ 2 ch 97 SLA 1992)

Sec. 29.35.722. Ownership or operation of certain state facilities prohibited. The state may not, without the approval of the legislature,

(1) convey or transfer the Alaska marine highway system, the Anchorage or Fairbanks international airports, or any other state asset, except undeveloped state land as provided in AS 38.05.810 or surplus property, to an authority; or

(2) enter into an agreement with an authority under which the authority would operate the Alaska marine highway system, the Anchorage or Fairbanks international airports, or any other state facility, system, or function that employs one or more employees. (§ 2 ch 97 SLA 1992)

Cross references. — For Alaska marine highway system, see AS 19.65.

Sec. 29.35.725. Definitions. In AS 29.35.600 — 29.35.730, unless the context otherwise requires,

(1) "authority" means a port authority established under AS 29.35.605;

(2) "board" means the board of directors of an authority;

(3) "bonds" includes bonds, bond anticipation notes, notes, refunding bonds, or other forms of indebtedness of the authority;

(4) "bylaws" or "bylaws of the authority" means the guidelines adopted by and amended by the board from time to time in accordance with AS 29.35.600 — 29.35.730;

(5) "port" means a facility of transportation related commerce located within the state;

(6) "project" means a port, dock, and administrative facilities, including property necessary in connection with the operation of a port;

(7) "project cost" or "cost of a project" means all or any part of the aggregate costs determined by an authority to be necessary to finance the construction or acquisition of a project, including without limitation to the cost of acquiring real property, the cost of constructing buildings and improvements, the cost of financing the project, including, without limitation, interest charges before, during, or after construction or acquisition of the project, costs related to the determination of the feasibility, planning, design, or

FISCAL NOTE

STATE OF ALASKA
2000 LEGISLATIVE SESSION

BILL NO. SB 288

Revision Date/Time (Note if correction) _____ Dept. Affected DOT&PF
 Title "An Act authorizing the DOT&PF to enter into BRU Marine Highway System
an agreement with the Inter-Island Ferry Authority.... Component Southeast Shore Operations
 Sponsor Senate Labor & Commerce Engineering Mangement
 Requester Senate Transportation Component Serial No. _____

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006
Personal Services		(115.0)	(115.0)	(115.0)	(115.0)	(115.0)
Travel		(2.0)	(2.0)	(2.0)	(2.0)	(2.0)
Contractual		(14.0)	(14.0)	(14.0)	(14.0)	(14.0)
Supplies		(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	(141.0)	(141.0)	(141.0)	(141.0)	(141.0)

CAPITAL EXPENDITURES						
CHANGE IN REVENUES ()						

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other- Marine Highway Fund		(141.0)	(141.0)	(141.0)	(141.0)	(141.0)
TOTAL	0.0	(141.0)	(141.0)	(141.0)	(141.0)	(141.0)

Estimate of any current year (FY00) cost: _____

POSITIONS

Full-time		(2.0)	(2.0)	(2.0)	(2.0)	(2.0)
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

(See Attached)

Prepared by Dennis Poshard, Legislative Liaison Phone 465-3904
 Division Office of the Commissioner Date/Time 3/18/00 10:34 AM
 Approved by Commissioner Date 3/20/00
 Agency Department of Transportation and Public Facilities

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Department of Transportation and Public Facilities
Fiscal Note Analysis
SB 288
March 18, 2000

"An Act authorizing the Department of Transportation and Public Facilities to enter into an agreement with the Inter-Island Ferry Authority (IFA) regarding the operation of the Clarke Bay Terminal, Prince of Wales Island"

This bill would allow the Department to transfer the operation and maintenance of the Clarke Bay Terminal to the Inter-Island Ferry Authority. The Department would therefore achieve operational savings as follows:

Personal Services - \$115,000. \$5,000 is the amount our maintenance workers charge per year for preventative and emergency maintenance at the terminal. The remaining \$110,000 represents the cost of two terminal agents working at Hollis. The third employee (seasonal) needs to be maintained to make AMHS reservations on Prince of Wales Island for passage on AMHS vessels. That work load would all shift to Ketchikan and further inconvenience AMHS customers if this services is not provided.

Travel - \$2,000. This is the amount of travel and per diem for the workers to travel from Ketchikan when working on the terminal.

Contractual - \$14,000. This covers electricity, phone, fuel oil, vehicle rental, and other miscellaneous expenses to operate the terminal for a year.

Supplies - \$10,000. This includes office supplies used at the terminal as well as maintenance and repair supplies used by the terminal maintenance workers. This includes maintaining and repairing the hydraulic ramp and other parts at the dock.

This fiscal note assumes a transfer date of July 1, 2001, pending delivery and operation of the IFA's first vessel.

SB

291

Alaska State Legislature

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SENATE TRANSPORTATION COMMITTEE

TRANSPORTATION COMMITTEE MEETING

March 30, 2000
1:30 p.m. to 3:30 p.m.
Butrovich Room

AGENDA

1:30 p.m.

- Call to order by Chair Senator Jerry Ward
- Roll Call
- Opening remarks by Chair
- Department of Transportation power point presentation on Juneau access.
- Hearing and Testimony

* SB 291 "An Act naming the Ted Stevens Anchorage International Airport."

- Previously heard bills

Closing Remarks

Adjournment

1-LS1559\D
Utermohle
3/29/00

CS FOR SENATE BILL NO. 291()

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWENTY-FIRST LEGISLATURE - SECOND SESSION

BY

**Offered:
Referred:**

Sponsor(s): SENATE RULES COMMITTEE

A BILL

FOR AN ACT ENTITLED

1 **"An Act naming the Ted Stevens Anchorage International Airport; and providing**
2 **for an effective date."**

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

4 *** Section 1. AS 35.40 is amended by adding a new section to read:**

5 **Sec. 35.40.130. Ted Stevens Anchorage International Airport. The state-**
6 **owned and state-operated international airport at Anchorage is named the Ted Stevens**
7 **Anchorage International Airport.**

8 *** Sec. 2. This Act takes effect July 8, 2000.**

Alaska State Legislature

Senator Tim Kelly, Chairman
Anchorage
Senator Loren Leman Vice-Chairman
Anchorage
Senator Mike Miller
North Pole
Senator Drue Pearce
Anchorage
Senator Johnny Ellis
Anchorage



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Senate Rules Committee

SPONSOR STATEMENT SENATE BILL 291

"An Act naming the Ted Stevens Anchorage International Airport; and providing for an effective date."

Senate Bill 291 will honor United States Senator Ted Stevens by renaming the Anchorage International Airport, the Ted Stevens Anchorage International Airport.

Senator Stevens has served the State and Territory of Alaska for over 47 years, the last 31 years as Alaska's senior senator in the U.S. Senate. During this time, he has made many significant accomplishments that have benefited the State enormously. Naming all of them would be a nearly never-ending task, but several of his more prominent ones are as follows:

Senator Stevens has worked tirelessly for Alaska statehood.

He steered the Alaska Native Claims Settlement Act, legislation for which there is no precedence, through Congress.

He championed the Trans-Alaska Oil Pipeline and worked diligently for congressional approval.

He has protected the fisheries of Alaska and the nation and expanded economic opportunities for Alaska through the Magnuson-Stevens Fishery Conservation and Management Act.

He initiated By-pass mail and other initiatives that helped solidify Alaska as the Air Crossroads of the World.

He increased funding for cargo improvements at Anchorage International Airport, the nation's busiest cargo airport, by almost three-fold and doubled Airport Improvement program funds for airports throughout Alaska.

For his on-going and tireless effort in supporting all of Alaska in so many ways and aviation in particular, the renaming of Anchorage International Airport for Senator Ted Stevens is most appropriate.

If this legislation passes, Senate Bill 291 would be sent to the U.S. Department of Transportation and the Federal Aviation Administration for implementation.

Senate Bill 291 has an effective date of July 8, 2000.

This legislation was introduced at the request of Commonwealth North, Inc.

The Anchorage Times

Publisher: BILL J. ALLEN

"Believing in Alaskans; putting Alaska first"

Editors: DENNIS FRADLEY; PAUL JENKINS; WILLIAM J. TOBIN

The Anchorage Times Commentary in this segment of the Anchorage Daily News does not represent the views of the Daily News. It is written and published under an agreement with former owners of The Times, in the interests of preserving a diversity of viewpoints in the community.

Deserved honor

FROM THE Tony Knowles Coastal Trail and Sullivan Arena in Anchorage, to the Egan Expressway in Juneau and the Begich-Boggs Visitors Center at Portage, and at dozens of other sites in between, Alaskans pay tribute to many of this state's leaders by naming landmarks in their honor.

Last Friday, legislators in Juneau introduced a bill to rename the Anchorage International Airport for the state's senior statesman, Sen. Ted Stevens. It is a most appropriate and well deserved tribute to a man who has dedicated his career to service of this state.

The airport's new name, once the Legislature and the governor approve it and the U.S. Department of Transportation implements the request, will be the Ted Stevens Anchorage International Airport.

Bravo to all the legislators on both sides of the aisle for formally recognizing the contributions one whose accomplishments for Alaska are legendary.

No doubt "Uncle Ted" — as some affectionately refer to the senator — has done a terrific job in Congress seeing that Alaska receives its fair share of the federal dollars distributed to the states. His achievements, though, stretch far beyond mere dollars and cents.

Starting more than four decades ago, as a lawyer in the Department of Interior, Stevens had an instrumental role in the fight for statehood. His hand has been in virtually every major piece of legislation affecting Alaska since he entered the Senate in 1968.

The Alaska Native Claims Act, the Trans-Alaska Pipeline Authorization Act, and the 200-mile Magnuson-Stevens Fishery Conservation and Management Act are among his triumphs. And those are just a few. There are hundreds if not thousands of other bills and provisions in laws that he's authored to Alaska's benefit.

OVER THE DECADES, as presidents have come and gone and administration policies toward the military have varied, Sen. Stevens has remained a steadfast defender for a strong national defense and the funding necessary to support it.

He's gone to bat for every region of the state from Ketchikan to Barrow. He's championed causes for Natives, non-Natives, industries, conservationists, businesses, unions, and government and private sector employees. He's a national leader on equality issues, child protection and education.

He's done it all — and he continues to guide Alaska toward new horizons.

By attaching his name to the Anchorage Airport — the major point of entry into the state and a critical link to points around the world — Alaskans are declaring their pride and respect for one of the state's greatest leaders.

Ted Stevens has earned this honor

FISCAL NOTE

STATE OF ALASKA
2000 LEGISLATIVE SESSION

BILL NO. SB 291

Revision Date/Time (Note if correction) _____	Dept. Affected <u>DOT&PF</u>
Title <u>Ted Stevens Anchorage Int'L Airport</u>	BRU <u>Anchorage International Airport</u>
Sponsor <u>Rules -</u>	Component <u>Anchorage Airport Administration</u>
Requester <u>Senate Transportation</u>	Component No. <u>613</u>

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006
Personal Services	0.0	0.0	0.0	0.0	0.0	0.0
Travel	0.0	0.0	0.0	0.0	0.0	0.0
Contractual	0.0	0.0	0.0	0.0	0.0	0.0
Supplies	0.0	0.0	0.0	0.0	0.0	0.0
Equipment	0.0	0.0	0.0	0.0	0.0	0.0
Land & Structures	0.0	0.0	0.0	0.0	0.0	0.0
Grants & Claims	0.0	0.0	0.0	0.0	0.0	0.0
Miscellaneous	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES	0.0	0.0	0.0	0.0	0.0	0.0
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CHANGE IN REVENUES ()	0.0	0.0	0.0	0.0	0.0	0.0
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FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts	0.0	0.0	0.0	0.0	0.0	0.0
1003 GF Match	0.0	0.0	0.0	0.0	0.0	0.0
1004 GF	0.0	0.0	0.0	0.0	0.0	0.0
1005 GF/Program Receipts	0.0	0.0	0.0	0.0	0.0	0.0
1037 GF/Mental Health	0.0	0.0	0.0	0.0	0.0	0.0
Other (Specify Type)	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2000) cost: 0.0

POSITIONS

Full-time					
Part-time					
Temporary					

ANALYSIS: (Attach a separate page if necessary)

Prepared by: <u>Dennis Poshard, Special Assistant to the Commissioner</u>	Phone <u>465-3904</u>
Division <u>Commissioner's Office</u>	Date/Time <u>3/28/00 9:29 AM</u>
Approved by: <u>Commissioner</u>	Date _____
Agency <u>Joseph L. Perkins, DOT&PF</u>	

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SJR

38

GARY WILKEN

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SPONSOR STATEMENT

SJR 38

A Resolution expressing support for a cooperative United States-Canada feasibility study on extending the North American rail system through British Columbia and the Yukon Territory to Alaska.

Senate Joint Resolution 38 shows support from the Alaska Legislature for a feasibility study to be conducted on the extension of the North American rail system through Canada to Alaska.

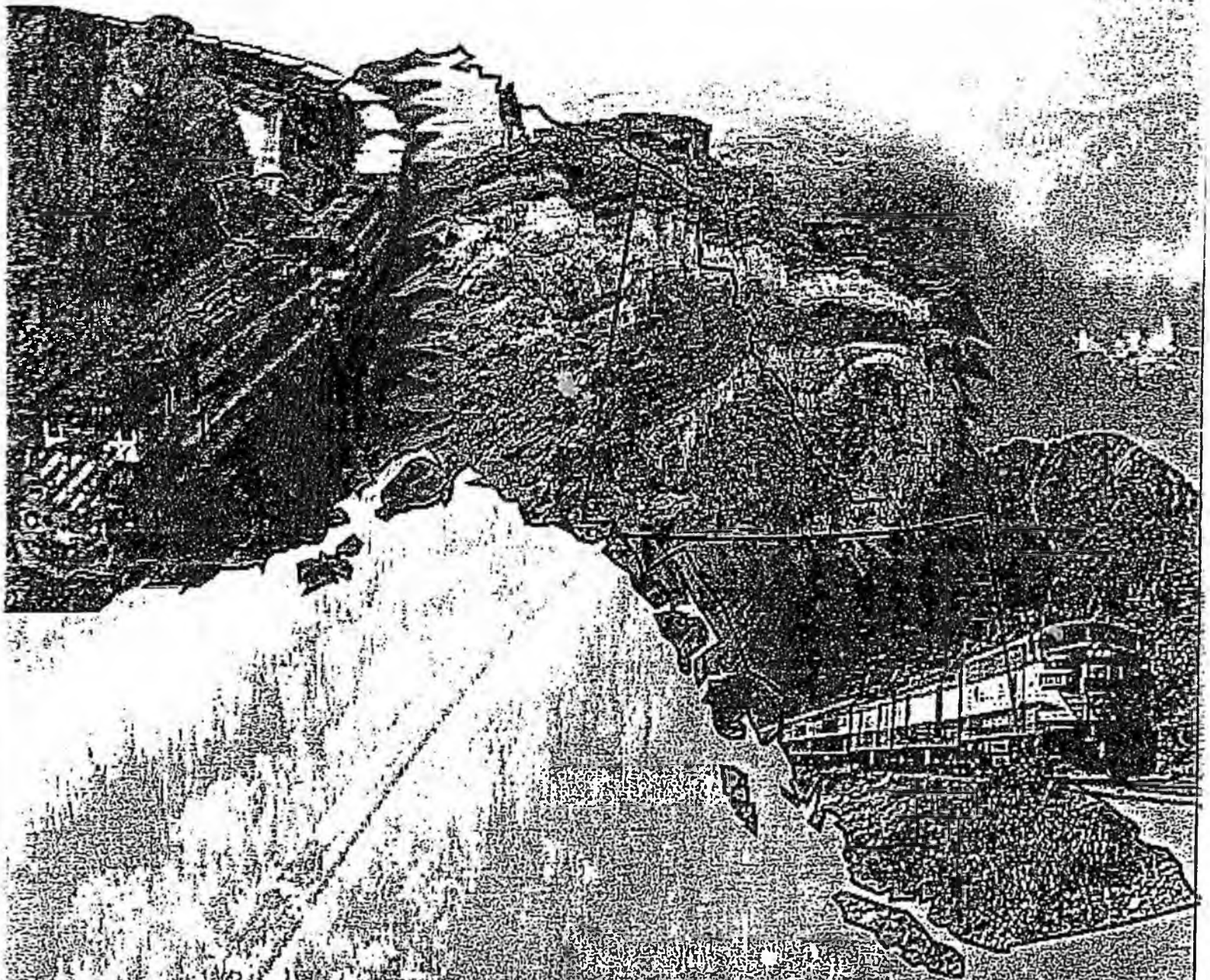
Railroads provide safe, cost-effective, and reliable long distance transportation. Allowing Alaska to be connected to the rest of North America by rail will lead to increased economic development for the people of our state.

Senator Frank Murkowski is committed to this project and is proposing legislation that would establish and provide funding for a bilateral commission to conduct this feasibility study. The study would determine the best route, identify markers, and estimate construction costs for the project.

SJR 36 will send a strong message in support of completing this feasibility study, the first step towards connecting Alaska to the rest of North America by rail.

Rails to Resources

Bringing Alaska and the Yukon closer to the world



United States Senator Frank H. Murkowski

Alaska-Canada Rail-Link Conference
January 20, 2000
Vancouver, British Columbia

Rails to Resources

Frank H. Murkowski, United States Senator

The following are excerpts of a speech given by Senator Frank H. Murkowski to the CAN/AM Border Trade Alliance on September 14, 1999. The opening section, which discussed the Canada-U.S. Interparliamentary Group, was not included.

I'm very happy to see you all. No bilateral relationship is closer than the one between Canada and the U.S. It deserves the care and feeding this group can give it, and I hope you never lose that sense of mission.

[Canada-U.S. Interparliamentary Group discussion]

Let me take just another few minutes to talk about something else of vital importance to us all.

I want you to imagine for a moment that Canada and the United States have suddenly been given an opportunity to jointly acquire a huge new territory — as big as the Yukon Territory and Alaska combined.

This splendid land is full of natural resources: gold, silver, lead, zinc, copper, and lesser metals; hardwood and softwood timber; fish, wildlife — and truly splendid vistas for the tourist.

Best of all, it is still largely untouched. All we have to do is reach out for it....

Wouldn't that be a wonderful opportunity for the growth of both our countries?

The fact is, we ALREADY have such a region. What we don't have is a fast and efficient way to get goods and people there and back again.

The Alaska Railroad cuts through the center of Alaska from the coast to Fairbanks, less than three hundred miles from the Canadian border.

In Canada, there are two sets of track running as far north as Fort Nelson on one route, and beyond Fort St. James on the other. In both cases, it would take only about 900 additional miles of track to reach Alaska.

I want to enlist the Canadian/American Border Trade Alliance in the growing movement to bring Alaska and the Yukon into the transcontinental rail system.



Senator Frank H. Murkowski of Alaska

The logical route through Canada passes through one of the richest mining districts on the continent, but one which is so remote that few people have ever visited it, and which will probably never be developed without rail transportation. The same goes for the area's timber resources. And it applies to areas of Alaska that also require rail transportation to reach their full potential.

One possible route, from Prince George, British Columbia to Fairbanks, was even surveyed by the U.S. Army Engineers in 1942. So this is not a new idea — it's a project that could have been done, and should have been done, but has been delayed for decades.

Let's resurrect it.

Yes, it would be expensive. Yes, it is visionary in a way that is seldom seen today. But do those things make it intrinsically a bad idea? I

don't think so.

Let's look at it with an open mind. The Interparliamentary group has discussed and understands the need for a whole series of north-south transportation corridors to facilitate the movement of goods and people within North America. This should be seen as a part of that concept.

For those from Canada, think of it as a revival and elaboration of the "Roads to Resources" initiative you had underway years ago. Call it "Rails to Resources." It was a good idea then, and it still is today.

I propose a public/private alliance to conduct a comprehensive feasibility study. Let's join forces to make a modest investment to examine this carefully.

- US Senator Frank H. Murkowski

The Alaska State Legislature recently reauthorized the acquisition of a right-of-way to the border. They haven't spent the money yet — they're just making sure their options remain open. I'd like to see the same thing done in Canada, at the Federal, provincial and territorial levels, as appropriate.

This isn't pie in the sky. We need to start with a cold, calculated look at the project's feasibility, and that's where you come in.

I propose a public/private alliance to conduct a comprehensive feasibility study. Let's join forces to make a modest investment to examine this carefully.

We should look at possible routes with several things in mind: maximizing potential traffic by building adjacent to the most valuable resources, minimizing costs by looking at the best terrain,

maximizing potential passenger usage for tourism, and minimizing environmental impacts.

And when it comes to protecting the environment, let's also look at establishing a corridor large enough to accommodate future growth.

Doesn't it make sense to combine things like rail lines, major highways, electrical transmission lines and pipelines as much as possible, so that the rest of the countryside is affected as little as possible? I think it does.

When we're done, we should have in hand virtually everything necessary to move directly into preparing a detailed environmental impact statement for a specific proposal: a preferred route, knowledge of the engineering challenges and costs involved, an understanding of the potential for both freight and passenger movement.

So, here's the bottom line: business is business, and when the nation's business improves, your business improves.

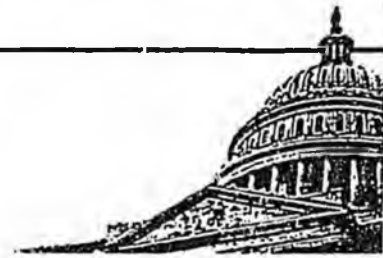
When you leave this meeting, I want you to think seriously about this proposal. I want you to call your executive director, Jim Phillips, and tell him what you think. Write to me, and give me your thoughts. And I want you to write to your own Congressmen, MP's and Senators, and tell THEM why you think this will help both of our countries' economies.

With your support, I will introduce legislation to create and fund a joint public/private commission that will include federal, state, provincial and territorial representatives, First Nations and Alaska Native representatives, and business interests.

That commission will be responsible for identifying specific goals and objectives for the feasibility study I've talked about today, for getting the study underway, and for reporting back to Congress, the Parliament and the public on what we need to do next.

This project has been on the back burner for more than a half-century. Let's turn up the heat.

NEWS FROM THE OFFICE OF

FRANK MURKOWSKI*United States Senator - Alaska*

For Immediate Release: Contact: Chuck Kleeschulte or Cindi Bookout
 January 20, 2000 O (202) 224-9306; H (301) 283-4149; O 224-8767
 (Email: chuck_kleeschulte@murkowski.senate.gov)

Embargoed until noon PST, Thursday, January 20, 2000

Murkowski Willing to Introduce Legislation to Create Commission to Study Alaska-Canada Railroad Extension

VANCOUVER, BC -- U.S. Senator Frank H. Murkowski today said he is willing to introduce legislation in Congress this year to create an impartial bilateral commission to study the economic, environmental and engineering feasibility of completing the trans-continental railroad linking Canada with Alaska.

Murkowski, R-Alaska, chairman of the U.S. Senate Energy and Natural Resources Committee, said extending the Canadian rail system to link up with the Alaska Railroad might make both economic, strategic and environmental sense, helping greatly the economies and lifestyles of citizens of the Yukon Territory and Alaska.

"If there is a significant showing of support for an effort to look at rail options, I am willing to introduce legislation in Congress to establish the parameters for a bilateral U.S.-Canada commission to oversee a comprehensive feasibility study. Such a bill would establish a process for the appointment of commissioners and could also authorize funds for the commission's operations.

"This would get the ball rolling in the U.S., but reciprocal action also would have to be taken by the Government of Canada, because any commission clearly will have to be bilateral with equal

representation from both nations," said Murkowski, in remarks prepared for delivery today during the Alaska-Canada Rail Link Conference being held in Vancouver, BC. The conference was sponsored by Alaska State Rep. Jeannette James, R-North Pole.

In remarks delivered by Murkowski's Transportation aide Bill Woolf, the senator said he envisions a commission made up of business leaders, academicians and representatives of the First Nations and Alaska Natives having sufficient expertise to "ensure that its consultants deliver the best in construction engineering, economics and environmental science."

Murkowski last year, after talks with Canadian Parliamentarians during the Canada-U.S. Interparliamentary Conference, later discussions with Canadian Ambassador Raymond Chretien and Canadian Minister of Transport David Collinette, and talks with the Canadian-American Border Trade Alliance, suggested it might make sense to reconsider the feasibility of building the roughly 1,200 miles of rail that would be needed to finish the railroad, last seriously considered in 1943.

The Alaska Railroad currently ends at Eielson Air Force Base, outside of Fairbanks, about

270 miles from the Canadian border, while the Canadian rail system ends at either Fort Nelson or beyond Fort St. James, about 900 miles from the Alaskan border.

Murkowski said the dawn of a new millennium may be the time to resurrect the railroad because both Alaska and the Yukon, while "land rich," are still "poor" in the amenities taken for granted in other areas of the two nations.

"One of the chief roadblocks to development of the north is the lack of adequate transportation. With all the talk about how the developed countries are moving from manufacturing to 'service' societies, the fact is that we are still dependent on getting material objects -- food, iron ore, lumber, other resources -- from one place to another. And because Alaska and the Yukon do not have the transportation infrastructure they need, both our nations are a little poorer than they have to be," said Murkowski.

He said the railroad's time may have come for several reasons.

He noted the line would allow economic development of the mineral resources of the Yukon-Tanana uplands that stretch from Faro, Y.T., north to Fairbanks. The zone, home already to the Fort Knox gold mine in Alaska and the future home of mines working the huge Pogo gold deposit, contains large amounts of silver, tungsten, copper, lead, zinc and other ores. On the Alaska side of the border there are already more than 14 major hard-rock deposits identified, while in the Yukon there are more than 10 major mineral deposits known. This does not include the Alaska coal deposits a line could move to market.

Murkowski added the railroad's likely cor-

ridor is also filed with timber. He said within just 15 miles of a likely railroad corridor, there are 1.4 billion board feet of hardwood pole timber and almost 1.7 billion board feet of mixed pole timber, not counting the possibility of agricultural development or of other Alaska freight that could help fund the line's costs.

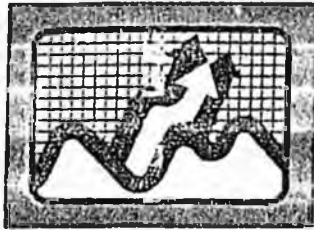
Murkowski, noting that testing is continuing on a North American anti-missile defense system, added that one of the prime sites under consideration for a missile interceptor base is at Delta in Alaska, which could well justify construction of the first 80 miles of the Alaska Railroad's extension toward the Canadian border.

And the U.S. Senator said a railroad corridor would encourage co-location of all pipeline and power transmission lines -- a process that makes environmental sense.

"A rail corridor offers controlled access that removes the environmental threat of uncontrolled development. Rail systems are the most energy efficient and emit the lowest levels of air pollution of any mode of freight transportation. Rather than cause environmental concerns, a railroad offers the best options to protect the environment," said Murkowski.

"We should not be afraid to think seriously about big projects. Just because they're big, doesn't make them bad. In this day and age of great concern for the environment: if one assumes -- as I do -- that the resources of the Yukon and Alaska inevitability will be developed, then rail looks like a very healthy way to make that possible," said Murkowski.

-30-



Fairbanks Industrial Development Corporation

February 22, 2000

The Honorable Jerry Ward
Chairman, Senator of Transportation Committee
Juneau Legislative Information Office
State Capitol
Juneau 99801-1182

Dear Senator Ward:

I wish to provide testimony to Senate Joint Resolution No. 38 expressing support for a cooperative United States-Canada feasibility study on extending the North American rail system through British Columbia and the Yukon Territory to Alaska. Fairbanks Industrial Development Corporation supports and encourages initiatives to expand rail transportation within the State of Alaska and to achieve the rail connective link with Canada and the North American rail system.

This initiative will afford tremendous opportunities for economic growth and development, create new employment opportunities, enhance military defense, and allow responsible utilization of significant natural resources. There are enormous amounts of unrealized resources including: forest products, minerals, and agriculture; as well as tremendous opportunities for all season tourism.

Railroad expansion will enhance and facilitate an intermodal transportation network for Interior Alaska. Sea, air, over-the-road, and rail transportation are crucial to economic development in the Interior.

Rail transportation is the most efficient and environmentally sound mode of transportation of bulk materials into and out of Interior Alaska. Speed of movement, safety of operations, and environmental efficiencies can be achieved by rail transportation.

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Fairbanks and Interior Alaska are great places to live, work, and recreate. We must move forward with the feasibility study to make the connective link a reality.

Thank you for the opportunity to provide testimony.

Best regards,

Bill

William S. Brophy
Executive Director

WSB: kjf

CC: Interior Delegation
Representative Barnes