



Official Business

ALASKA STATE LEGISLATURE

SENATOR THOMAS H. WAGONER

- Co-Chair, Senate Transportation Committee
- Vice-Chair, Senate Resources Committee
- Vice-Chair, Community & Regional Affairs
- Member, Legislative Council

Session: January – May
State Capitol, #427
Juneau, AK 99801
Phone: 907-465-2828 Fax: 907-465-4779

Interim: May – December
145 Main Street Loop; Suite 226
Kenai, AK 99611
Phone: 907-283-7996 Fax 907--283-8127

SB 247 – Alaska Natural Gas Development Authority Initiative

Sponsor Statement

The Alaska Natural Gas Development Authority (ANGDA) board is mandated to build a natural gas pipeline from Prudhoe Bay to tidewater at Prince William Sound with a spur line to Cook Inlet. That route was on the ballot that was approved by the voters when establishing the ANGDA in November of 2002.

[SB 247](#) amends the project description to provide an additional route for consideration – from Prudhoe Bay to tidewater at Cook Inlet.

Consideration of an alternative route for an Alaska gas line is an issue recently brought to light by discussions with the Mitsubishi Corporation (MC) in October of 2003. According to the Governor's office, a Memorandum of Understanding (MOU) is under consideration between ANGDA and MC. SB 247 provides an alternative that clarifies the authority of ANGDA to pursue an MOU to Cook Inlet.

Adding this second alternative to the ANGDA provides further assurance to the voters of Alaska that the most economical project is brought forward. It is in the interests of all Alaskans to make certain that the final work product by ANGDA is one that has received scrutiny from all perspectives.

Finally, the sponsor believes that this amendment is not against the will of voters; but rather it is a protection of the voters' interests by expanding the project description to determine the most economical project. The primary interest of the voters was to provide an Alaskan natural gas pipeline project and they have expectations that their interests will be protected by appropriate agencies in reviewing routes, projects costs, and so on, and then determining the preferred route.

The final preferred route should be the one that maximizes job benefits for Alaskans, provides revenues for the State of Alaska, and provides Alaskan's access to natural gas.