

S B

156

## ALASKA STATE LEGISLATURE



## HOUSE OF REPRESENTATIVES

REPRESENTATIVE SALLY SMITH • 321 CHURCH STREET • FAIRBANKS, ALASKA 99701 • IN JUNEAU: POUCH V • JUNEAU, ALASKA 99811

May 6, 1981

Cliff Pananen  
SR Box 90604  
Fairbanks, AK 99701

Dear Cliff,

Thank you for your recent letter outlining your alternate proposed utility corridor route for the Alaska Railroad.

Senate Joint Resolution 18 is still in House Transportation, and is scheduled for consideration sometime during the week of May 11. After discussing your most recent letter with the committee chair's office, I have forwarded a copy to Committee Chair Bette Cato. She will include your letter with their piece of legislation so that your comments can be considered at the time the committee meets to deliberate on this piece of legislation.

If you oppose the proposed route, then yes you do have every right to circulate petitions, testify at public hearings and make use of the media to state your position on this issue.

You have stated your case well, one that is well worth considering. Again, thanks for taking the time to write!

Sincerely,

A handwritten signature in cursive script, appearing to read "Sally".

Sally Smith  
Alaska State Representative

cc: Rep. Cato

jg

APRIL 24, 1981

DEAR SALLY - THANKS A LOT FOR YOUR ASSISTANCE IN MY BATTLE TO SAVE MY HOME FROM THE IRON HORSE & YOUR FORWARDING OF MY MESSAGE CONCERNING SUR 18 TO REP. COTO. THE FOLLOWING IS A LITTLE MORE INFORMATION ON OUR PROBLEM THAT I AM SENDING OUT TO OUR LOCAL DELEGATION, GOV. HAMMOND & THE TRANSPORTATION COMMITTEES. ANY FURTHER ASSISTANCE WOULD BE GREATLY APPRECIATED - I HAVE QUESTIONS, SUCH AS: (1) SHOULD I START A PETITION CIRCULATING AGAINST THE SOLCHA ROUTE? (2) SHOULD I SEND A COPY OF THE LETTER OR SOME INFO TO THE NEWS-MINER? (3) SHOULD I SEND A LETTER TO OUR LEGISLATORS IN WASHINGTON? (4) SHOULD I FORGET IT AND INVEST IN RAILROAD STOCK? (5) SHOULD I START CHANGING OUR HOME INTO A RAILROAD DEPOT? -

THANKS AGAIN - SINCERELY  
Cliff Pananen  
CLIFF PANANEN

24 April 1981

Dear Rep. Smith,

The State of Alaska Department of Transportation put out a booklet in July of 1979 entitled, "Alaska Railroad Extension, Route Selection Project X20089, Eielson to Canadian Border". In this booklet they give a brief history of the proposed railroad extension, of how several routes on the south side of the Tanana River and one route on the north side of the river (through the Salcha area) were studied extensively. The route that was selected for further study was the Salcha route on the north side of the river and this route was plotted on large scale maps and also incorporated into this booklet.

The booklet has a little over three pages describing the proposed route and covers the section through the Salcha area in four sentences. (See enclosed copy of page 8.) According to information I received from Joan Klaver, Supervisory Field Representative for the Census Bureau for this area, the Salcha area between the Tanana River and Richardson Highway has over one hundred places of residence, at least half of which are fairly close to the proposed railroad right of way.

The entire project seems to have "sneaked in" on the Salcha area without discussion or hearings. Although the booklet was published almost two years ago we didn't know it existed until I happened to spot one in the DOT office this spring on our third visit. My wife and I first found out about the line when mysterious markers showed up in our woods and along the highway. Then, after reading bits and pieces about the railroad extension in the newspaper, we went to the DOT office one year ago and got the shock of our lives. The proposed railroad extension passes between our house and sauna and with a 300 ft. right of way it would wipe out eight years of hard work.

Foolishly, I still didn't worry about it as those who know railroads said, "There's not enough tonnage - the railroad won't go through for twenty years!" Last week SJR 18 passed the senate

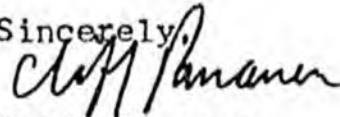
and went to the House Transportation Committee. It requests the President of the United States to create a utility corridor from Fairbanks to the border as described in Project X20089 - 90 feet from my home. Now I'm worried!

The railroad will benefit very few of the Salcha residents and it will break up our neat lifestyle in this rural area. However, there is a solution to the problem. If you look at the enclosed map copied from the booklet, the dark line indicates the proposed railroad extension. From Eielson it passes between the highway and the north bank of the Tanana winding in and over sloughs of the river, crossing the Old Richardson highway several times, crossing the Salcha River to Flag Hill and then it crosses the Tanana River.

If the railroad were to cross the Tanana River near Moose Creek and then follow the south side of the river (as I have sketched in with a red line) it would pass through state and federal lands almost entirely. The wider river crossing would be compensated for by fewer sloughs, no roads, no driveways, no private property and no lives to disrupt. The engineers at the DOT said the Flag Hill crossing is the main reason they are going through the Salcha area because the rocky bluff will make a good anchor for a bridge and the river bed is narrower at that point. But they seem to disregard the effect it will have on the local people. Those of us who have hunted and trapped on the south bank of the river know it would be a firm foundation for a railroad without all the sloughs, roads and people.

The booklet (pages 2 and 3) lists several factors that identified the best railroad location. Two of these are safety - avoiding hazardous situations whenever possible, and right of way - use public lands whenever possible. Doesn't it make sense to move the proposed railroad extension back across the river where it belongs? Thank you.

Sincerely,

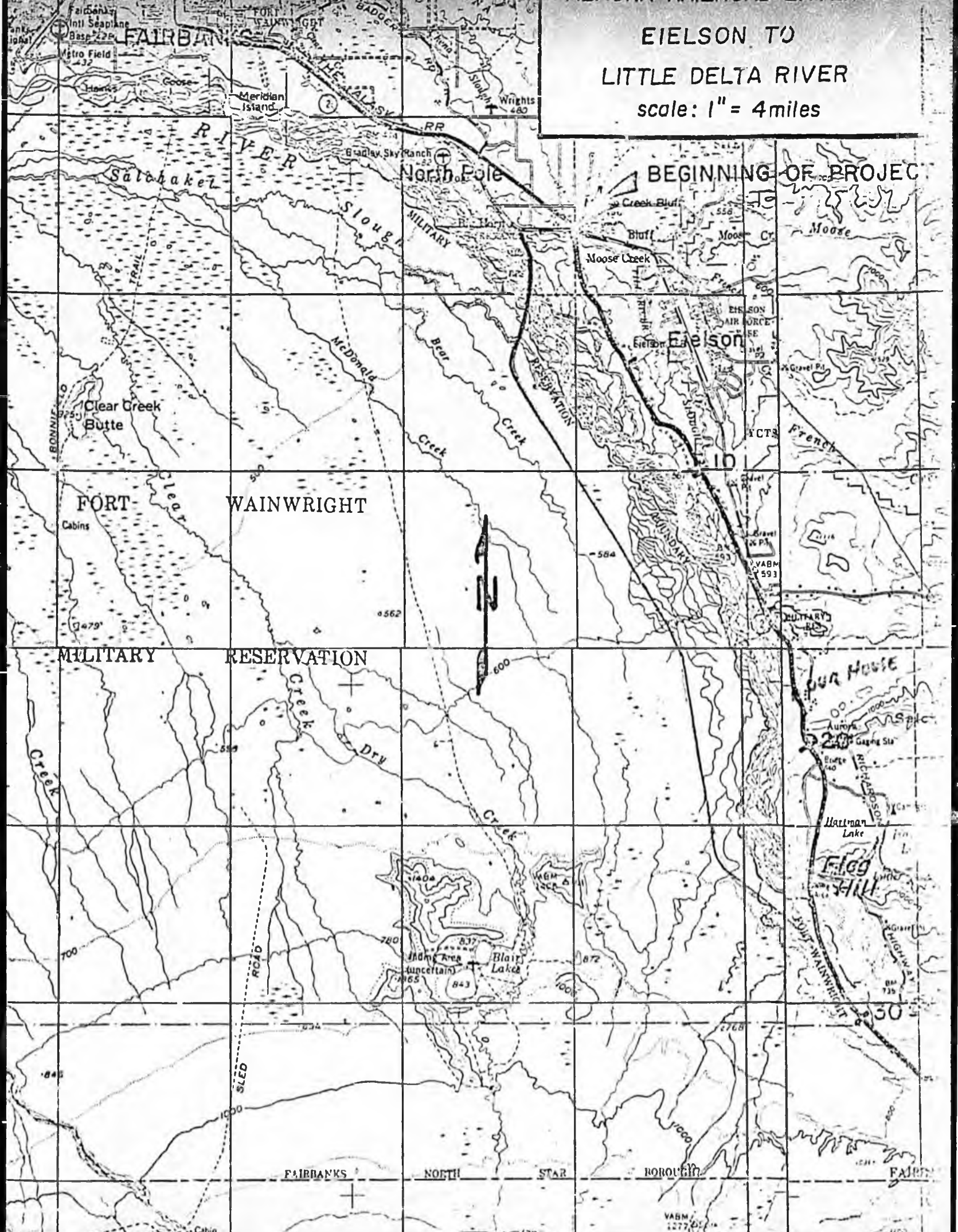


Cliff Pananen  
38 Mile Richardson Hwy.  
S.R. Box 90604  
Fairbanks, Alaska 99701

2 enclosures

cc: Fairbanks Legislators  
Governor Jay Hammond  
Senate and House Transportation  
Committee Members

EIELSON TO  
LITTLE DELTA RIVER  
scale: 1" = 4 miles



## ROUTE DESCRIPTION

The new railroad bridge over the Chena River floodway near Moose Creek was selected as the starting point for the proposed railroad extension. This point was chosen rather than the end of the present line on Eielson AFB in order to avoid two crossings of the Richardson Highway which would eventually require overpasses, and to keep the main rail line out of the developed and congested area of Eielson. The Moose Creek starting point requires about 6 more miles of new track but makes the resulting main rail line about 2 miles shorter due to the more direct alignment through the Eielson area.

From Mile 0 the route proceeds southeast between the Tanana River and the Richardson Highway. This section is located on old river bars which offer favorable foundation conditions but require several slough crossings.

PART OF  
THE SALCHA  
AREA WITH  
APPROX.  
200 HOMES

The route runs close to the Richardson Highway at Mile 19.5 and then turns up the Salcha River to a crossing about 1 mile below the highway bridge. After crossing the Salcha River, the route heads toward the west slope of Flag Hill and the Tanana River crossing at Mile 25.

After crossing the Tanana River, the route stays within one half mile of the river for the next 8 miles (to Mile 34). This is an area of alluvial gravels supporting stands of large white spruce.

From Mile 34, the route swings farther away from the Tanana toward a crossing of the Little Delta River at Mile 38.5. This crossing is about 2 miles above the mouth of the Little Delta near a low ridge. The stream bed at this point is about 2000 feet wide.

After crossing the Little Delta, the route swings back toward the Tanana River and stays close to the river from Mile 40 to Mile 44. Some bank protection will be necessary in this area. From Mile 44 to Mile 51, the route is located on old wooded river bars 0.5 to 1 mile south of the Tanana River. This is an area of unfrozen alluvial gravels with a thin covering of silt.

The route crosses Delta Creek about 2.5 miles upstream from its mouth and then skirts along the southern side of a 3.5 mile ridge which parallels Clear Creek - Clear Creek being on the northern side of the ridge.

From the east end of this ridge, the route follows along low terraces south of Clear Creek to the vicinity of Mile 67.

From Mile 67 to Mile 74, the route is within a mile of the west bank of the Delta River.

The crossing of the Delta River is in the area near Jack Warren Road. The crossing near Jack Warren Road will require bank protection along the east bank of the Delta River between Mile 75 and Mile 78. Bank protection in this area will be of great benefit to the community of Delta Junction since the river has been actively eroding this section of riverbank in recent years.

24 April 1981

Dear Rep. Cato,

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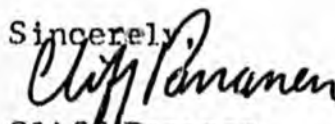
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2 enclosures

cc: Fairbanks Legislators  
Governor Jay Hammond  
Senate and House Transportation  
Committee Members

Sincerely,



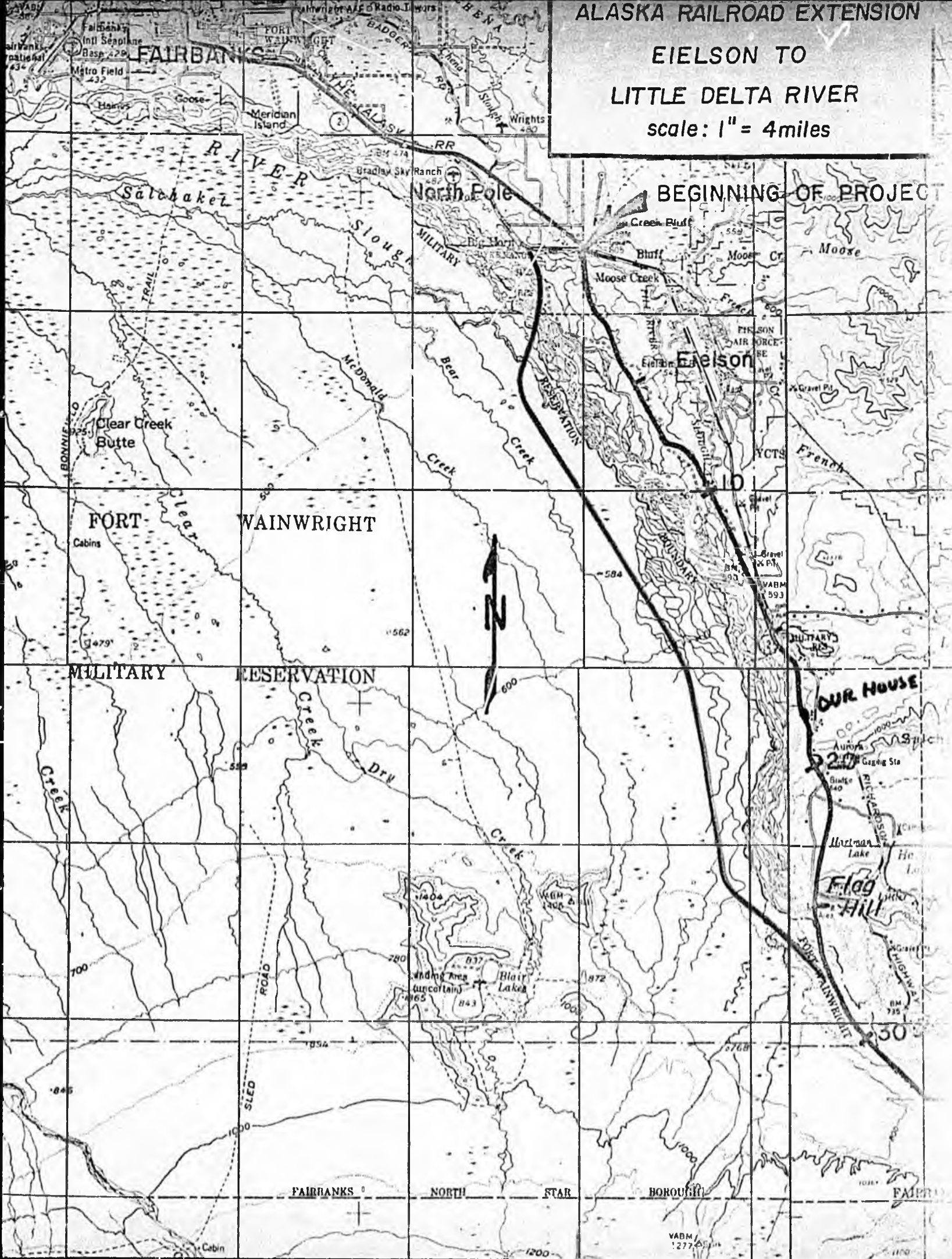
Cliff Pananen  
38 Mile Richardson Hwy.  
S.R. Box 90604  
Fairbanks, Alaska 99701

# ALASKA RAILROAD EXTENSION

## EIELSON TO

## LITTLE DELTA RIVER

scale: 1" = 4 miles



BEGINNING OF PROJECT

FORT WAINWRIGHT

EIELSON

OUR HOUSE

Flag Hill

FAIRBANKS

NORTH

STAR

BOROUGH

FAIR

VABM 1277

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PART OF  
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APPROX  
100 HOMES

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House Transportation - 5/13/81

SB 156

Name	Representing	Testify
Mark Hickey	<del>DOT</del> DOT / PF	No -
→ Susan BATES	DOT / PF	Yes

4/4/81

SENATE BILL 156

2-5-81 Introduced by Senators Parr, Fahrenkamp, Bennett, Bradley, Kelly, Mulcahy, Ray, Rodey, Dankworth and Stimson

Ref: Transportation

2-25-81 Transportation committee reported bill back with 4 'do pass' recommendations and new fiscal note. Chairman Ray requested bill have a further referral to the Finance Committee

Ref: Finance: 4/8/81 all 7 members "do pass"

Senate Floor Vote: 4/15/81 20-0

Summary:

In 1977, the Legislature enacted Sec. 19.05.122 into law as well as passing a special appropriation of \$865,000 (made to the DOT/PF) for delineation of a utility corridor and railroad right-of-way for extension of the Alaska Railroad to the Canadian border. This appropriation was to cover reconnaissance photography and studies, field surveys, mapping, engineering work, cost comparisons and office work.

The Governor approved the appropriation on July 18, 1977, but only after reducing the amount from \$865,000 to \$150,000. During the opening days of the 11th State Legislature, the Governor's reduction of the appropriation by \$715,000 was overridden by the legislature.

In 1980, a report entitled 'Alaska Railroad Extension - Route Selection Project X20089' indicated the delineation had been completed prior to July 1979. As late as February 1980, it was learned that no regulations had been promulgated by the Department of Transportation and Public Facilities as required by the legislation. During the 1980 Legislature, this entire issue was addressed again.

Legislation was introduced (SB 440/CSSB 440). It contained identical language as does SB 156 except, in Senate Bill 156, the date on page 1, line 13 has been extended by 1 year. Senate Bill 440 was passed by the Senate on May 16, 1980 on a vote of 19-0. The Session adjourned before the House addressed the bill.

Note: On file with the Senate Finance Committee is a 'Statewide Rail Systems Study for the State of Alaska' prepared by Bivens & Associates, Inc. which was contracted out by the DOT/PF - Planning and Programming Division in cooperation with the Federal Railroad Administration. Various supplements to this report are on file with the DOT/PF. The Bivens report was released to the DOT/PF late December, 1980.

Senate Floor:  
4/15/81  
20-0

**Sec. 19.05.010. Department to supervise highway system.**

Applied in State v. L'Anson, Sup. Ct. Op. No. 1102 (File No. 2032), 529 P.2d 188 (1974).

**Sec. 19.05.030. Duties of department.** The department has the following duties:

(7) develop and implement an avalanche control plan to protect persons who use public highways. (am § 2 ch 119 SLA 1980)

**Cross reference.**  
As to participation in statewide avalanche warning system, see AS 18.76.010.  
Effect of amendment. — The 1980

amendment, effective July 1, 1980, added paragraph (7).  
As the rest of the section was not affected by the amendment, it is not set out.

**Sec. 19.05.040. Powers of department.**

Department may acquire real property for highway through eminent domain. — The Department of Highways [now Department of Transportation and Public Facilities] may acquire real property for the purpose of constructing a highway through the exercise of eminent

domain power, under the authority of this section, AS 19.05.080 — 19.05.120 and AS 19.20.040. Babinec v. State, Sup. Ct. Op. No. 908 (File No. 1539), 512 P.2d 563 (1973), rev'd on other grounds, 586 P.2d 966 (1978).

**Article 2. Acquisition of Land.**

**Section**

122. Utility corridor for extension of the Alaska Railroad

**Sec. 19.05.080. Acquisition of land, rights-of-way, and materials by purchase or eminent domain.**

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grounds, 586 P.2d 966 (1978).  
Construction of state lease reserving right to grant right-of-way. — Provision in a lease issued by the State of Alaska, Division of Lands, expressly reserving the right to grant an easement or right-of-way across the leased property was construed to include an interagency transfer of a right-of-way to the Department of Highways. Weesells v. State, Dept of Hwys., Sup. Ct. Op. No. 1402 (File No. 2834), 562 P.2d 1042 (1977).

**Sec. 19.05.122. Utility corridor for extension of the Alaska Railroad.** (a) The interior division of the department shall delineate a proposed utility corridor for the extension of the Alaska Railroad to

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the Canadian border. The proposed utility corridor shall include a delineation of a proposed railroad right-of-way.

(b) The commissioner shall, in conformity with the Administrative Procedure Act (AS 44.62), adopt a regulation approving, modifying, or rejecting the proposed utility corridor and railroad right-of-way.

(c) If the commissioner approves or modifies the proposed utility corridor and railroad right-of-way,

(1) the Department of Natural Resources shall classify, or reclassify, and reserve any state land within the utility corridor for use as a utility corridor and railroad right-of-way; and

(2) the department shall exercise its authority under AS 19.05.040 to acquire rights-of-way across land within the utility corridor which is subject to the state's power of condemnation.

(d) The requirements of the Alaska Land Act (AS 38.05) relating to classification and reclassification of land are inapplicable to actions taken under this section. (§ 1 ch 145 SLA 1977)

Legislative history report. — For report on ch. 145, SLA 1977 (HB 47), see 1977 House Journal, p. 371.

Article 3. General Provisions.

Section  
130. Definitions

Sec. 19.05.130. Definitions. In AS 19.05 — 19.40

(1) "commissioner" means the commissioner of transportation and public facilities;

(4) "cost of change, relocation, or removal" means the entire cost incurred by the utility properly attributed to the change, relocation, or removal of a facility, less any costs for improvements or upgrading over and above the cost of a functionally equal facility; if a facility is to be relocated and replaced with new equipment, there shall also be subtracted from the entire cost any salvage value derived from the old facility;

(5) "department" means the Department of Transportation and Public Facilities;

(12) "utility" includes railroads and all publicly, privately, or cooperatively owned lines, facilities and systems for producing, transmitting or distributing communications, telecommunications, power, electricity, light, heat, gas, oil, crude products, water, steam, waste, storm water not connected with highway drainage, and other similar commodities, including publicly owned fire and police signal systems, and street lighting systems;

(am §§ 1, 2 ch 106 SLA 1977; am Executive Order No. 39, § 11 (1977))

February 6, 1980

Mr. Robert W. Ward  
Commissioner  
Department of Transportation  
and Public Facilities  
Pouch Z  
Juneau, Alaska 99811

Dear Mr. Commissioner:

Chapter 145, SLA 1977, required the Department of Transportation to delineate a proposed utility corridor for the extension of the Alaska Railroad to the Canadian border. A report titled "Alaska Railroad Extension - Route Selection Project X20089" indicates the delineation was completed prior to July 1979.

Chapter 145 also required you to adopt a regulation approving, modifying, or rejecting the proposed utility corridor and railroad right-of-way. I have not yet seen these regulations.

It seems to me important that the regulation be adopted as soon as possible in order that the Department of Natural Resources can reserve the necessary State land, and so that you can begin to acquire right-of-way across non-State land.

It does not appear that there is a need for funds for adopting the regulations. If there is a need for funds for purchasing right-of-way, I would appreciate knowing the amount as soon as possible so that it may be included in this year's budget.

Sincerely,

Charles H. Parr

CHP:vc

# STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

OFFICE OF THE COMMISSIONER

POUCH Z  
JUNEAU, ALASKA 99811  
(TELEX 45-228)

March 27, 1980  
000H

The Honorable Charles H. Parr  
State Representative  
Alaska State Legislature  
Pouch V  
Juneau, Alaska 99811

Dear Representative Parr:

This letter is in response to your request for information regarding a regulation on the utility corridor and railroad right-of-way as proposed in the report entitled Alaska Railroad Extension - Route Selection, Project X20089. Your letter was apparently misplaced during internal distribution and I would like to apologize for the delay in this response.

The Department of Transportation and Public Facilities has not as yet adopted a regulation approving, modifying, or rejecting the proposed utility corridor and railroad right-of-way in accordance with Chapter 145, SLA 1977. While the survey report published in July 1979 does provide a delineation of the railroad route, the following tasks remain for completion before property appraisals and right-of-way acquisition could commence:

- (1) short sections of additional route study work in possible problem areas;
- (2) ties between railroad centerline and property corners;
- (3) right-of-way office work necessary to describe right-of-way, develop a complete set of right-of-way plans, and compute acreage of parcels to be acquired; and
- (4) preparation of an Environmental Impact Statement.

Attached for your information is a copy of a recently prepared fiscal note on CSSB 440 detailing the fiscal breakdowns for each of these tasks.

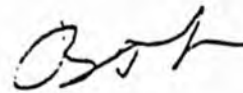
The Department of Natural Resources at my request is currently completing the necessary steps to include the State land needed for this utility corridor within the ongoing State land retention process. It is my understanding that the aforementioned regulation has not been needed to perform this work and that these steps will suffice to adequately reserve the necessary State land.

Your letter also raises the issue of actual acquisition of right-of-way across non-State land. It is my opinion that it would be premature at this point for the State to incur a large financial obligation with the attendant taking of private lands until an economic cost/benefit analysis is performed for the entire route and a more definitive commitment is made to construct this railroad.

A related consideration that structures this view is the prior need for resolution of the pending Alaska National Interest Lands legislation before the State could make a more definitive decision on the extension of the railroad. Not only are there certain Federal lands needed for this route currently impacted by restrictive land classification designations, but more importantly, the crucial argument for the economic viability of the proposed extension may primarily depend upon the land-use configurations established by this piece of legislation.

If there are any further questions concerning this issue, please do not hesitate to contact my office.

Sincerely,



Robert W. Ward  
Commissioner

Attachment

cc: John Bates, DOT/PF  
Andy Zahare, DOT/PF

Bill/Resolution No. for extension of the ARR and the preparation of a report evaluating the effect of construction of an extension of the ARR; and providing for an effective date of 3/17/80

Requested by Legislative Finance (Jay Hogan) Date 3/17/80

II. FISCAL DETAIL

Agency Affected DOT/PF  
 Program Category Affected Design and Construction; Planning and Research  
 BRU, Program, or Subprogram(s) Affected Transportation  
 (Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 80	FY 81	FY 82	FY 83	FY 84	FY 85
100 PERSONAL SERVICES		235.0	327.0	100.0		
200 TRAVEL		28.0	25.0			
300 CONTRACTUAL		273.0	2,020.0	2,000.0		
400 COMMODITIES		4.0	3.0			
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL		540.0	2,375.0	2,100.0		

FUNDING (Thousands of Dollars)

	FY 80	FY 81	FY 82	FY 83	FY 84	FY 85
GENERAL FUND		540.0	2,375.0	2,100.0		
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

	FY 80	FY 81	FY 82	FY 83	FY 84	FY 85
FULL TIME		1				
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

WORK COVERED:

FY 81

- 1) Short sections of additional route study work in possible problem areas - \$60,000 (Design and Construction, Interior Region)
- 2) Ties between railroad centerline and property corners (field survey and office calculations) - \$100,000 (Design and Construction, Interior Region)
- 3) Right-of-way work necessary to describe right-of-way, develop a complete set of right-of-way plans, and compute acreage of parcels to be acquired - \$125,000 (Design and Construction, Interior Region, 1 new position)

IV. DATE 3/21/80 PREPARED BY Mark S. Hickey  
 AGENCY DOT/PF - S.E. Planning and Research  
 Original: Legislative Finance PHONE 465-2470  
 cc: Budget and Management  
 Prime Sponsor (First Legislator Named)

THE LEGISLATURE OF THE STATE OF ALASKA  
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST

Bill/Resolution No. SB 156

Title Withdrawal of land for a utility corridor for extension of the Alaska Railroad.

Requested by Senator Ray

Date 2/9/81

II. FISCAL DETAIL

Agency Affected DOT/PF

Program Category Affected D & C

BRU, Program, or Subprogram(s) Affected \_\_\_\_\_

(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 81	FY 82	FY 83	FY 84	FY 85	FY 86
100 PERSONAL SERVICES		230.0				
200 TRAVEL		200.0				
300 CONTRACTUAL		100.0				
400 COMMODITIES		100.0				
500 EQUIPMENT						
600 LAND & STRUCTURES		3,000.0				
700 GRANTS, CLAIMS, ETC.						
<b>TOTAL</b>		<b>3,630.0</b>				

FUNDING (Thousands of Dollars)

GENERAL FUND		3,630.0				
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

*2 x 3,000,000*

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

R.O.W. Appraisals and Negotiations	140,000
Public Land Acquisition	-0-
*Private Land Acquisition	3,000,000 ←
Preparation of Environmental Report	490,000
<b>TOTAL</b>	<b>\$3,630,000</b>

*150,000*  
*3,000,000*

in 1982 dollars  
(inflated 12% over 1981)

\*Rough estimate. Exact cost will be based on court settlements and any condemnation cases.  
This should be a capital non-lapsing appropriation.

IV. DATE 2/19/81 PREPARED BY Gerald Rafson  
AGENCY DOT/PF, Interior Region Planning  
PHONE 479-4284  
Original: Legislative Finance  
cc: Budget and Management  
Prime Sponsor (First Legislator Named)

# STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

OFFICE OF THE COMMISSIONER

POUCH Z  
JUNEAU, ALASKA 99811  
(TELEX 45-329)

January 29, 1981

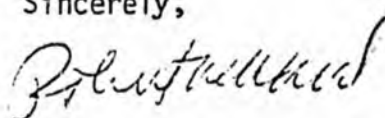
Honorable Charles H. Parr  
Alaska State Senate  
Pouch V  
Juneau, Alaska 99811

Dear Senator Parr:

Attached is an updated fiscal note for the Alaska-Canada extension route. Also attached for your review are two copies of the consultants report of the rail facilities in Alaska.

If you have any comments, please contact Dennis Dooley at 465-2470.

Sincerely,



Robert W. Ward  
Commissioner

THE LEGISLATURE OF THE STATE OF ALASKA  
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST

Bill/Resolution No. CSSB 440: Relating to a utility corridor for the ARR and a report  
 Title evaluating the affect of extension of the ARR  
 Requested by Legislative Finance (Jav Hogan) Date 1-28-81

II. FISCAL DETAIL

Agency Affected DOTPF  
 Program Category Affected Design and Construction: Planning and Programming  
 BRU, Program, or Subprogram(s) Affected Transportation  
 (Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 81	FY 82	FY 83	FY 84	FY 85	FY 86
100 PERSONAL SERVICES		235.0	350.0	110.0		
200 TRAVEL		30.0	28.0			
300 CONTRACTUAL		300.0	2220.0	2200.0		
400 COMMODITIES		5.0	4.0			
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
<b>TOTAL</b>		<b>570.0</b>	<b>2602.0</b>	<b>2310.0</b>		

FUNDING (Thousands of Dollars)

GENERAL FUND		570.0	2602.0	2310.0		
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

Work Covered:

- FY82: 1) Short sections of additional route study work in potential problem areas: \$70,000 (Design and Construction, Interior Region).
- 2) Ties between railroad center line and property corners (field survey and office calculations): \$75,000 (some of this work completed).
- 3) Right-of-way inventory and description and computation of acreage of parcels to be acquired: \$125,000 (Design and Construction, Interior)
- 4) Environmental Impact Statement (EIS): \$300,000.

IV. DATE 1-28-81 PREPARED BY Dennis Dooley  
 AGENCY DOTPF, Planning and Programming  
 PHONE 465-2470  
 Original: Legislative Finance  
 cc: Budget and Management  
 Prime Sponsor (First Legislator Named)