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ALASKA RAILROAD

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Barrett Takes Rail Idea To Washington Legislator

SEATTLE (AP) — A railroad linking Alaska with the Yukon, British Columbia and Washington state would mean benefits in exploiting natural resources and attracting the tourist dollar, says Dave Barrett, leader of the New Democratic Party in British Columbia and former premier of that province.

Barrett and Washington state Sen. King Lysen met with federal officials Wednesday to promote the idea of the regional railroad, then told a news conference of the benefits it could provide.

Lysen said the proposed 3,000 mile rail line, which would cost an estimated \$2 billion, would be beneficial in moving defense materials to Alaska. He said Washington state, through its members in Congress, has enough political clout to get the project onto the drawing board.

Barrett, who is proposing a \$800,000 study as a first step in the project, said the idea for such a railroad

has been kicking around 30 years. He said he has met with Transportation Secretary Brock Adams and members of the Washington and Alaska delegations to Congress, and that Sen. Warren Magnuson has supported such a rail lines for many years.

The railroad, said Barrett, would be built by the states and provinces and could result in many joint ventures involving the United States and Canada.

Barrett denied a news report which quoted him as saying on Monday that his party, if in power, would increase the price of natural gas exports to finance the British Columbia portion of the rail line.

The pricing of Canada's natural gas "has nothing to do with the financing of a railroad," he said.

He said the line could open the north country to development while protecting the environment by limited entry, and at the same time prevent "boomism and hucksterism."

"It would be an access for goods and services in and goods and services out," he said.

The line also would spur tourism and provide another mode of travel within the region, he said.

A resolution to build the line is now before the Washington state Senate. It says the line would benefit the shipment of agricultural products, timber and minerals.

Barrett said he would visit Juneau April 3 to meet with state legislators to promote the idea.

Carter Proclaims Memorial Day

WASHINGTON (AP) — President Carter today designated Memorial Day as "a day of prayer for permanent peace," and set 11 a.m. as a time to "unite in prayer."

In a proclamation, the president urged the news media "to join in suitable observances" on May 28, and directed that the flag be flown at half-staff until noon on all government buildings.

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Peper Explains Hiring Policy For District

While a background check before hiring school district employees is desirable, Superintendent John Peper said, "the extent of the check is a practical problem."

"Many times we need the school swept, and we have to employ someone without a full investigation," he said.

The school district employed janitor Tommy Patterson eight months ago without knowledge of his criminal record. Another janitor, a woman, was last employed as a topless dancer at the Wild Cherry on Fourth Avenue. School personnel officer Bill Tanner said his office did not know of her last employment.

Peper said personnel officials spent the greatest amount of time researching the backgrounds of certificated employees, since they work directly with pupils.

"We quite often call or write the previous district" of the teacher, Peper said.

He said "the degree to which we know the past district" sometimes determines whether the past employer is called, with less familiar districts more likely to be contacted.

Police records are rarely, if ever, checked.

A fingerprinting system such as Nevada's, in which applicants for a teaching certificate must submit a set of fingerprints to be checked by the Federal Bureau of Investigation, "would be a good idea," Peper said.

Hopkins Says Leasing Plan Is Inadequate

The Interior Department's proposed five-year outer continental shelf leasing schedule will not succeed in its goal of developing secure supplies of oil and gas for the nation, says the Alaska Oil and Gas Association's executive director, William Hopkins.

He said the plan "largely ignores industry's suggestions," not only in regard to prime Alaska areas but also in the order in which Alaska's offshore areas should be leased.

The Interior Department's 1980-85 leasing schedule, announced earlier this month, includes a possible nine sales off Alaska's shores.

At the Interior secretary's re-

Canada's Opposition Studies Railroad Link

VICTORIA, British Columbia (AP) — Opposition leader Dave Barrett said Monday a New Democratic Party government would increase the price of natural gas to finance the British Columbia portion of a \$2 billion rail line he is advocating to link Alaska and Washington state.

Barrett said an NDP government would raise the price of natural gas sold to the United States to at least \$3.20 a thousand cubic feet — the same price charged by Mexico.

British Columbia currently charges \$2.16 a thousand cubic feet, and as a result has lost \$159 million during the past year, Barrett said in an interview.

Earlier, Barrett told a news conference he has been invited to outline his proposal before a special joint session of the Alaska House of Representatives and the Alaska State Senate on April 3.

In February, the former premier met in Washington, D.C., with Brock Adams, U.S. secretary of transportation, to outline his proposal which calls for the extension of the stalled British Columbia Railway's Dease Lake branch line north to Lower Post on the British Columbia-Yukon border.

New rail links then would be constructed in a northwesterly direction through the Yukon to link with the federally owned Alaska Railroad.

Oil from the trans-Alaska pipeline system would be loaded on rail tank cars near Fairbanks, Alaska, and hauled through Yukon to connections with the Canadian National Railways at Prince George and the Canadian Pacific Railway and Burlington-Northern Railway in Vancouver.

Premier Bill Bennett suspended construction of the partly completed Dease Lake extension in April 1977, after the federal government agreed to pay as much as \$81 million of the cost.

The more than 400-mile extension originally was to have been built from Fort St. James, in central British Columbia, to Dease Lake in northwest British Columbia. It was

Barrett Plans Visit In Juneau

JUNEAU (AP) — David Barrett, parliament opposition leader and former premier of British Columbia, will address a joint session of the Legislature next month on a proposed Alaska-Canada rail link.

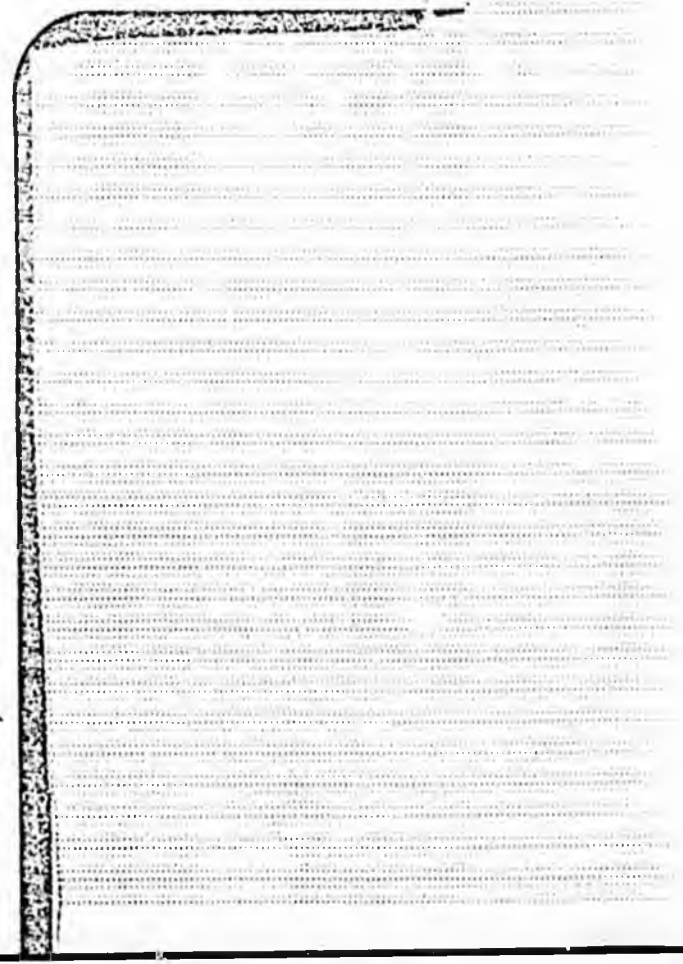
two-thirds completed when the suspension was announced.

Former Premier W.A.C. Bennett estimated in 1971 that the line would cost \$68 million to build. In 1977, when construction was ended, \$191 million had been spent, and it was estimated an additional \$311 million would be needed to complete the extension.

A royal commission into the British Columbia Railway concurred with the decision to abandon the line and said it was unlikely to be justified economically.

It said the line might be completed to the Yukon and Alaska by the federal or United States governments, but the BCR "should not participate in such a scheme without guarantees from the governments involved against operating losses on the line, as well as payment by those governments of capital costs to be incurred."

Barrett said U.S. officials are interested in renewing discussion about the link but was unable to say why they were speaking with the opposition leader instead of with the premier.



ALASKA RAILROAD FILE VANCE RK

STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

OFFICE OF THE COMMISSIONER

POUCH Z
JUNEAU, ALASKA 99811
(TELEX 45-323)

January 29, 1981

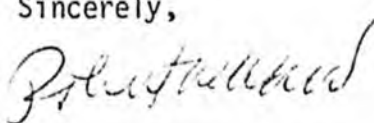
Honorable Charles H. Parr
Alaska State Senate
Pouch V
Juneau, Alaska 99811

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 (Jay 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.						
TOTAL		570.0	2602.0	2310.0		

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)

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 ¹						
700 GRANTS, CLAIMS, ETC.						
TOTAL ²		540.0	2,375.0	2,100.0		

FUNDING (Thousands of Dollars)

GENERAL FUND		540.0	2,375.0	2,100.0		
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

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)