

HVB

184

HFIN

FILE

HOUSE COMMITTEE REPORT

(11)

Date Referred: January 21, 1994

FURTHER REFERRALS:

Date of Committee Action: 2/15/94

The FINANCE 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:

be replaced with

¹⁸⁴
SSHB (Fin)

the same title

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-DO PASS	DP	OTHER RECOMMENDATIONS	DNP	NR	AM
<i>Ronald J. Tan</i>	X	<i>Jay Brown</i>			✓
<i>Perry Martin</i>	✓	<i>Mark Stanley</i>		X	
<i>Kevin Farrell</i>	X	<i>Ben Sommers</i>		X	
<i>Gene Kinnick</i>	X	<i>Mike Savane</i>		X	
<i>Richard Dole</i>	X				

Ronald J. Tan
CHAIRMAN'S SIGNATURE

AMENDMENT

1 Adopt

OFFERED IN THE HOUSE

BY REPRESENTATIVE JAMES

TO: SSHB 184

Page 1, lines 9 - 10:

Delete ", a road, an oil, natural gas, or coal slurry pipeline, or an electrical transmission line"

Insert "or construction of a transportation, communication, or transmission facility"



*Department of Transportation
and Public Facilities*

POSITION PAPER

BILL NO: SS HB 184

APPROVED:

A handwritten signature in cursive script, appearing to read "J. K. Johnson", written over a horizontal line.

TITLE: APPRO: AK Railroad Extension DATE: February 1, 1994
Study

The amended bill suggests expansion of the list of possible uses for this right of way to include (besides a railroad), "a road, an oil, natural gas or coal slurry pipeline, or an electrical transmission line." It also updates the effective date to July 1, 1994. These amendments would not change the bill's effect on the the department's program. DOT&PF would initiate a project to update the right of way cost information for railroad extension to the Canadian Border.

For Further Information contact J.K. Ginger Johnson at 465-3904.



*Department of Transportation
and Public Facilities*

POSITION PAPER

BILL NO: HB 184

APPROVED:

A handwritten signature in black ink, appearing to read "J. J. [unclear]", 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.

Alaska State Legislature

REPRESENTATIVE
JEANNETTE JAMES
P.O. Box 56622
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House District 34



While in Juneau
State Capitol
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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.

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
TOTAL OPERATING:	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
TOTAL FUNDING:	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: \$0

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

Agency: Department of Transportation and Public Facilities

Date: November 24, 1993

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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 mainballed 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.

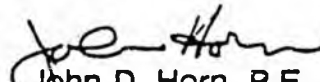
Red Swanson

-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