

HB

12

HFIN

FILE

HOUSE COMMITTEE REPORT

(11)

Date Referred to Committee: February 10, 1999

FURTHER REFERRALS:

Date of Committee Action: 2/18/99

The FINANCE Committee considered:

SSHB 12

SPONSOR SUBSTITUTE FOR HOUSE BILL NO. 12 RAIL/UTILITY EASEMENT TO AK-CANADA BORDER

"An Act relating to a utility corridor and railroad right-of-way between the Alaska Railroad and the Alaska-Canada border."

recommends it be replaced with the following committee substitute CS SS HB 12 (FIN) the same title a new title

additional referral to _____ Committee
 attached amendment(s)

ADOPTS: _____ Letter of Intent

ATTACHES NEW FISCAL NOTE(S): (Dept) _____ APPROVES PREVIOUS: (Dept/Date)

fiscal note(s) _____ fiscal note(s) _____

zero fiscal note(s) _____ zero fiscal note(s) DNR 2/3/99

DCTPF 2/3/99

SIGNING WITH RECOMMENDATIONS		DP	DNP	NR	AM
<i>Tom Thernault</i>	Thernault	✓			
<i>Alan Mulder</i>	Mulder	✓			
<i>Con Bunde</i>	Bunde			✓	
<i>Tie Kohring</i>	Kohring	X			
<i>Alan Austerman</i>	Austerman	X			
<i>J. Davis</i>	J. Davis	✓			
<i>Grussendorf</i>	Grussendorf	X			
<i>J. Davis</i>	J. Davis	X			
<i>William Williams</i>	Williams			✓	
<i>Foster</i>	Foster	X			

CO CHAIR'S SIGNATURE *Tom Thernault* *Alan Mulder*

FISCAL NOTE

No: 2

**STATE OF ALASKA
1999 LEGISLATIVE SESSION**

Bill Version: SSHB 12
(H) Publish Date: 2/3/99

Revison Date	Dept Affected: <u>Natural Resources</u>
Title: <u>RAILROAD EASEMENT TO</u>	BRU: <u>Land Development</u>
<u>ALASKA-CANADA BORDER</u>	Component: <u>Land Development</u>
Sponsor: <u>JAMES, Theriault, Olson</u>	
Requestor: <u>H TRA</u>	Component Serial No. <u>431</u>

Expenditures, Revenues (Inflation not included unless otherwise noted below) (Thousands of Dollars)

OPERATING EXPENDITURES	FY2000	FY2001	FY2002	FY2003	FY2004	FY2005
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
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
CHANGE IN REVENUES (Fund source)	0.0	0.0	0.0	0.0	0.0	0.0

FUND SOURCE (Thousands of Dollars)

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

Estimate of any current year (FY99) cost: \$ _____

POSITIONS

FULL-TIME	0	0	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

ANALYSIS: (Attach a separate page if necessary)

The bill will have a fiscal impact on DNR in the future (because of the existing AS 19.05.122(c)), but its magnitude will depend on what route DOT/PF delineates, how much state land is involved, and how encumbered that state land is by valid existing rights. The bill requires DOT/PF to obtain legislative appropriations before delineating the route, even if grant funds are involved. This analysis assumes that future appropriation process will give DNR the opportunity to quantify the fiscal impact on this department and obtain the necessary funding to reserve the right-of-way across state-owned portions of the route.

Prepared by: <u>Richard A. LaFevre, Acting Director</u>	Phone: <u>907-269-8503</u>
Division: <u>Land</u>	Date: <u>1-Feb-99</u>
Approved by Commissioner: <u>[Signature]</u>	Date: <u>2-1-99</u>
Agency: <u>Natural Resources</u>	

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COMMITTEE COPY

FISCAL NOTE

No. 1

STATE OF ALASKA
1999 LEGISLATIVE SESSION

Bill. ersion: SSHB 12

(H) Publish Date: 2/3/99

Revision Date/Time (Note if correction) _____ Dept. Affected DOT&PF
 Title Rail/Utility Easement to AK-Canada Border BRU Commissioners Office
 Component _____
 Sponsor House Transportation
 Requester Representative Jeannette James Component Serial No. _____

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005
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
------------------------	-----	-----	-----	-----	-----	-----

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 (FY99) cost: 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

ANALYSIS: (Attach a separate page if necessary)

Please see attached

Prepared by Dennis Poshard, Legislative Liaison Phone 465-3904
 Division Office of the Commissioner Date/Time 2/1/99 10:53 AM
 Approved by Commissioner *Joseph L. Pribens* Date 2/2/99
 Agency Department of Transportation and Public Facilities

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Fiscal Analysis for SSHB 12

Listed below are the tasks, including estimated timeframes and costs, which House Bill 12 would require the Department of Transportation to complete upon legislative appropriation.

1. Review of route in original 1982 study, to determine and note changes in land status and other land use conflicts/3 months/\$30,000
2. Interagency review, comment and compilation assessment and determination of most appropriate route/2 months/\$20,000
3. Map revised route 1 month/\$7,500
4. Submit application to DNR for record notation 0.5 month/\$4,000.

These estimates are based on using the 1982 study with no major route changes. A quick review of the 1982 study indicates a high probability of necessary route changes due to land status changes.

Should the legislature wish to acquire the right-of-way, a 1995 estimate of acquisition cost was \$6,363,000. It is safe to assume that a new estimate would be substantially higher due to increased land values and land status changes, and due to the fact that the original estimate included no permitting fees.

Prepared by Frank Mielke, Chief, Right of Way & Utilities, SE Region, D&ES, DOTPF
2/1/99

LEGAL SERVICES

DIVISION OF LEGAL AND RESEARCH SERVICES
LEGISLATIVE AFFAIRS AGENCY
STATE OF ALASKA

(907) 465-3867 or 465-2450
FAX (907) 465-2029
Mail Stop 3101

130 Seward Street, Suite 409
Juneau, Alaska 99801-2105

MEMORANDUM

February 16, 1999

SUBJECT: CSSSHB 12(FIN); Relating to the recording of the route of the proposed utility corridor and railroad right-of-way

TO: Representative Gene Therriault, Chair
House Finance Committee
Attn: Shar

FROM: George Utermohle *GU*
Legislative Counsel

Enclosed is a final Finance Committee CS for SSSH 12, relating to a utility corridor and railroad right-of-way between the Alaska Railroad and the Alaska-Canada border, that you requested.

As requested, the enclosed Committee Substitute contains an amendment to page 1, line 10 to require that the route of the proposed utility corridor and railroad right-of-way be recorded. It may not be appropriate to record the route of the corridor and right-of-way that is developed under AS 19.05.122(a) (Section 1 of the bill). Under AS 19.05.122(a) the department (DOTPF) is to develop a proposed corridor and right-of-way for consideration of the commissioner of transportation and public facilities. The route of the corridor and right-of-way is not final until it is approved or modified by the commissioner under AS 19.05.122(b).

In order to provide that the route of the corridor and right-of-way, as approved by the commissioner, is recorded, it would be most appropriate to add the recording requirement to AS 19.05.122(c). AS 19.05.122(c) sets out the responsibilities of the commissioner of transportation and public facilities and the Department of Natural Resources regarding the approved or modified corridor and right-of-way.¹

¹ AS 19.05.122(c) states:

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

(1) the Department of Natural Resources shall promptly 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 [of transportation and public facilities] shall

(continued...)

Representative Gene Therriault, Chair
House Finance Committee
February 17, 1999
Page 2

It is an easy matter to add the additional responsibility for the Department of Natural Resources to record the route of the corridor and right-of-way. A draft amendment to achieve this result is attached for your consideration. The amendment also provides that in regard to nonstate land the recording of the route is solely for informational purposes and is not intended as a taking of or other encumbrance on nonstate (private or federal) property within the route of the corridor and right-of-way.

If I may be of further assistance, please advise.

GU:lmb:glc
99-012.lmb

Enclosure

¹(...continued)

(A) 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;

(B) work with federal officials to secure reclassification and withdrawal of federal land in the utility corridor for reservations and rights-of-way across the federal land for use as a utility corridor and railroad right-of-way; and

(C) prepare a report evaluating the impact of construction of an extension of the Alaska Railroad across federal land within the railroad right-of-way; the statement shall satisfy the requirements for an "environmental impact statement" under 42 U.S.C. 4332.

A M E N D M E N T

OFFERED IN THE HOUSE

TO: SSHB 12

1 Page 2, following line 2:

2 Insert a new bill section to read:

3 **** Sec. 3.** AS 19.05.122(c) is amended to read:

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

6 (1) the Department of Natural Resources shall promptly

7 (A) classify, or reclassify, and reserve any state land within the
8 utility corridor for use as a utility corridor and railroad right-of-way; and

9 (B) record the route of the utility corridor and railroad
10 right-of-way in the appropriate recording office; the recordation of the
11 route

12 (i) is not subject to the requirements established for
13 the recording of documents under AS 40.17; and

14 (ii) in regard to nonstate land, is solely for
15 informational purposes and does not constitute the assertion of a
16 right to or an encumbrance of land or an interest in land that is
17 not owned by the state; and

18 (2) the department shall

19 (A) exercise its authority under AS 19.05.040 to acquire rights-
20 of-way across land within the utility corridor which is subject to the state's
21 power of condemnation;

22 (B) work with federal officials to secure reclassification and
23 withdrawal of federal land in the utility corridor for reservations and rights-of-
24 way across the federal land for use as a utility corridor and railroad right-of-
25 way; and

1 (C) prepare a report evaluating the impact of construction of
2 an extension of the Alaska Railroad across federal land within the railroad
3 right-of-way; the statement shall satisfy the requirements for an "environmental
4 impact statement" under 42 U.S.C. 4332."

5 Renumber the following bill section accordingly.

Post-It® Fax Note	7671	Date	9/1/98	# of pages	3
To	Barbara Cotting	From	Will Bennett		
Co./Dept.	0	Co.	DOT		
Phone #	1	Phone #	451-5426		
Fax #	488-4271	Fax #			

TONY KNOWLES, GOVERNOR

C FACILITIES

NORTHERN REGION, RIGHT OF WAY

2301 PEGER ROAD, MAIL STOP 2553
FAIRBANKS, ALASKA 99709-5399
PHONE: (907) 451-5400
TDD: (907) 451-2363
1-800-475-2464

August 7, 1996

Re: Alaska Railroad Extension
Project R-51034

Representative Jeanette James
P.O. Box 56622
North Pole, AK 99705
Attn: Barbara Cotting

Dear Ms. Cotting,

As you have requested, I have reviewed our files with regard to the work we performed in updating the cost estimate for the acquisition of the Alaska Railroad Extension right of way.

In March of 1992, a Mr. Red Swanson of Juneau requested information as to the status of the right of way for the Railroad Extension project between Eielson and the Canadian border. This project was surveyed and partially mapped in the early 1980's. We responded that no private parcels had been acquired. Also, the application for right of way grants from DNR and BLM were initiated but never completed.

Mr. Swanson then requested a current estimate of the cost to acquire the right of way necessary for the project. In 1982, we estimated the acquisition cost to be approximately 3.2 million dollars. We commented to Mr. Swanson that given the large number of land conveyances that had taken place between BLM, DNR and private parties in the previous decade and the general increase in the cost of doing business, it was unlikely that the original estimate remained valid.

Mr. Swanson then requested that DOT&PF prepare an updated estimate for right of way acquisition in order that he could pursue a legislative appropriation to continue the project. We explained to Mr. Swanson that an updated cost estimate would require a re-evaluation of the title status of the lands along the 270 mile route and that DOT&PF would require a special appropriation of approximately \$10,000 to perform the necessary work. During the 18th Legislature, House Bill 184 provided a sum of \$10,000 for DOT&PF to prepare the cost estimate.

Alaska Railroad Extension

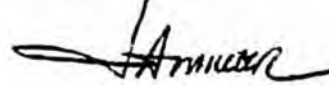
-2-

8/7/96

A cost estimate of \$6,363,000 was reached on 5/31/95. Of the \$10,000 appropriated by HB 184, a total of \$7,876 was expended. A copy of our cost estimate and land status summary is attached.

Should you require any additional information regarding this project, please feel free to call me at 451-5423.

Sincerely,
John A. Miller



Chief Right of Way Agent
Northern Region

cc: Martin Ott, Chief of Planning

Right of Way Cost Estimate State Highway

Project No.	N/A	State	?	Date	5/31/95
Termini	RailRoad Extensions	Region			Northern
Length		No. of Private/Local Govt. Parcels:			56
		No. of Federal/State Govt. Parcels:			0

57 3XX

Title & Plans					
301	Title			50,000	
303, 308, & 309	Plans/Deed Preparation			350,000	
304	Relocation Studies			5,000	
305	Appraisal Studies			5,000	410,000

Appraisals					
322	fee parcels	30		45,000	
322	staff parcels	26		65,000	
323	review parcels	56		33,000	
333	Negotiations			150,000	
353	Property Management				
	improved parcels			5,000	
361, 366	Condemnation				
	parcels	30		1,000,000 ¹	
335	Certification/Closure			15,000	
390	Training			30,000	1,343,000
371-377	Land Acquisition Payments				4,500,000 ²
TOTAL RIGHT OF WAY ACQUISITION					6,253,000

Relocation Benefits					
345	Relocation Services Costs				10,000
			pmnts		
383-384	rhp - owners				
383-384	rhp - tenants				
385	residential moving				
381	businesses				
387	last resort				100,000 [*]
TOTAL RELOCATION COSTS					110,000

TOTAL COST ESTIMATE: 6,363,000

Remarks: *Within the area of acquisition there is the possibility of improvements within the new right of way that will need removing. The type of relocation benefits applicable cannot be determined until after appraisal completion.

1. \$150,000 AGO costs, \$645,000 Fee Appraiser costs for Expert Witness & Appraisal, \$205,000 for Staff and Junction Review. 2. \$2,851,230 is for acquisition of land and improvements & \$1,648,770 is for possible administrative/commissioner fees interests.

For SRA System: Title and Plans: = \$410,000; Appraisals: = \$143,000; Negotiations & Acquisition: = \$5,700,000; Relocations: = \$110,000.

*Salaries include:
40% ICAP + 5% CCAP

Updated 5/31/95/ash

ROW Cost Estimate
State Highway

E 001

**DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
RIGHT OF WAY
FACSIMILE TRANSMITTAL FORM**

RECEIVER:	Barbara Cotting
LOCATION:	Rep. James' Office
FAX No:	488-4271

SENDER:	John F. Bennett
LOCATION:	ADOT/PF Northern Region Right of Way
FAX No.	907-451-5411

NUMBER OF PAGES: 0 **PLUS TRANSMITTAL PAGE**

CONTACT: John Bennett **AT 907-451-5426 IF THERE ARE ANY PROBLEMS WITH TRANSMITTAL OF DOCUMENTS.**

MESSAGE: I talked with our Regional Pre-Construction Chief, Dave McCaleb. He was involved in the original Alaska Railroad Extension Location Study in the early 80's. The effort at the time was to survey ground control for aerial photography that was to be used to select a centerline alignment. If the project was to be restarted today, other than having a pretty good idea of where it should be located, it would essentially be starting from scratch. The environmental work with its required public involvement (hearings, notices, studies etc.) would be started, along with geotechnical and hydrological investigations and detailed design and right of way surveys. Based on the results of these preliminary engineering activities, the alignment would be adjusted to best fit the conditions. The right of way phase would require mapping, title research, appraisal, negotiation and possible condemnation of private parcels as well as applications for right of way grants across federal and state owned lands.

The recent file closures at BLM and DNR related to rights of entry for the surveying operations performed in the early 1980's and did not constitute the relinquishment of rights of way for the railroad extension as none had been granted. When we have a proposed design and right of way plan showing the right of way needed for the proposed project, we will submit new applications to DNR and BLM for that purpose. The downside in delaying this project is that as time goes on, more BLM/DNR lands are conveyed to or encumbered by private interests. This will have the effect of increasing the ROW acquisition costs when and if the project goes forward.

If you have any further questions, please feel free to contact me.

Fiscal Analysis for SSHB 12

Listed below are the tasks, including estimated timeframes and costs, which House Bill 12 would require the Department of Transportation to complete upon legislative appropriation.

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Prepared by Frank Mielke, Chief, Right of Way & Utilities, SE Region, D&ES, DOTPF
2/1/99

DOM MINING
CASE FILE ABSTRACT

FILE: ADL 402805

CUSTOMER-ID: 154292 DIV DEC ITR REGION, DOTPF
2301 PEGER ROAD SUITE F
FAIRBANKS AK 997095316

CASE TYPE: PUBLIC BASEMENT CASE STATUS: CLOSED-OTHER
CASE SUBTYPE: RIGHT OF WAY
TOTAL ACRES: 0.000

FILE LOCATION: NCDO FILES
OFFICE OF PRIMARY RESPONSIBILITY: LAND-NORTHERN REGION

***** CASE ACTIONS *****

12-23-1982 APPLICATION RECEIVED
A RIGHT-OF-WAY 300' IN WIDTH AND 125 MILES IN LENGTH BETWEEN FAIRBANKS AND THE CANADIAN BORDER FOR THE ALASKA RAILROAD EXTENSION.

03-15-1983 COMMENTS
DURING AGENCY REVIEW, ADF&G OBJECTED TO THE ALIGNMENT THROUGH THE LADUE VALLEY. ADOT/PF WAS NOTIFIED OF ADF&G'S OBJECTION ON 03/24/1983.

06-07-1983 COMMENTS
ADOT/PF RESPONDED TO ADF&G'S OBJECTION TO THE ROUTE THROUGH THE LADUE VALLEY AND DEFENDED THE RATIONALE FOR THAT PARTICULAR ROUTE.

06-15-1983 COMMENTS
A PRELIMINARY DECISION WAS SIGNED BY THE NCDO DISTRICT MANAGER IN FAVOR OF THE ARR EXTENSION ROUTE AS PROPOSED BY ADOT/PF.

07-18-1983 LETTER OF ENTRY ISSUED
LETTER OF ENTRY (LAND USE PERMIT #NC-83-191) ISSUED TO ADOT/PF FOR SURVEY AND FUTURE CONSTRUCTION OF THE ARR EXTENSION. TERM: 1 YEAR.

07-20-1984 LETTER OF ENTRY ISSUED
LAND USE PERMIT NC-85-005 ISSUED TO CONTINUE SURVEY/CONSTRUCTION ACTIVITIES FOR ANOTHER YEAR. EXPIRES 07/14/1984.

08-02-1986 CASEFILE CUSTOMER DOCUMENTED
CUSTOMER NUMBER DIV DEC ITR REGION, D
UNIT CODE LAND MANAGEMENT
RELATIONSHIP CODE OWNER
THIS TRANSACTION WAS GENERATED BY THE CONVERSION TO THE NEW CUSTOMER SYSTEM TO DOCUMENT THE UNIT AND RELATIONSHIP CODES

02-17-1995 COMMENTS
AUTHORITY FOR THE ARR EXTENSION IS AS 19.05.122 AND PL 69-63 (D).

05-09-1996 CLOSED
STATUS 45 CLOSED-OTHER
REASON CLOSED OTHER REASON CLOSED
* APPLICANT REQUESTED CLOSURE OF FILE. WILL FILE NEW APPLICATION IF PROJECT EVER COMES BACK TO LIFE.

***** LEGAL DESCRIPTION *****

A RIGHT-OF-WAY FOR A TRANSPORTATION CORRIDOR FROM FAIRBANKS, ALASKA TO THE CANADIAN BORDER FOR THE PURPOSE OF EXTENSION OF THE ALASKA RAILROAD. THE RIGHT-OF-WAY WILL BE GRANTED FOR THOSE PORTIONS OF THE ROUTE WHICH ARE, OR WHICH BECOME, STATE LAND. THE RIGHT-OF-WAY FOR THOSE PORTIONS OF THE ROUTE LYING ON FEDERAL LANDS HAS BEEN APPLIED FOR TO THE BLM BY DOT/PF UNDER SEPARATE COVER.

STATE OF ALASKA

TONY KNOWLES, GOVERNOR

DEPARTMENT OF NATURAL RESOURCES

NORTHERN REGION
3700 AIRPORT WAY
FAIRBANKS, ALASKA 99709-4699

DIVISION OF LAND

TELECOPIER COVER LETTER

PLEASE DELIVER THE FOLLOWING PAGES TO:

NAME: REP. JEANNETTE JAMES

LOCATION: JUNEAU

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FROM: ROBERT LAYNE

DESCRIPTION: APLN. & CASEFILE CLOSURE FOR ADL 402805
A.R.R. EXTENSION

TELECOPIER NUMBER: 451-2751 - DIVISION OF LAND

IF YOU DON'T RECEIVE ALL PAGES, PLEASE CALL THE FOLLOWING NUMBER AS SOON AS POSSIBLE. (907) 451-2740.

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Please remit by check or money order to above address. Make payable to State of Alaska.

MEMORANDUM
Department of Natural Resources

State of Alaska
Division of Land

TO: File

DATE: April 23, 1996

FILE NO: ADL 402805

TELEPHONE NO.: 451-2700

FROM: Joy Zaks
Natural Resources Officer
Right-of-Way

SUBJECT: Casefile Closure

The Northern Region has reviewed the subject casefile and found it to be complete, containing all appropriate documents and pertinent correspondence.

1. Site evaluation was was not deemed necessary.

Comments: No construction took place.

2. Site evaluation was was not conducted. If conducted, explain results.

Comments: _____

3. All fees were: were not paid.

Comments: This governmental agency is exempt from fees.

4. The property does does not contain improvements.

Comments: _____

It is the decision of this office to close the file for the following reason(s):

The Department of Transportation and Public Facilities has requested that this office close this casefile for the Alaska Railroad Extension to the Canadian Border. "Last year (1995) we were requested to prepare an updated estimate to acquire the R/W for the project given that much of the land has been conveyed to ANSCA corporation in the past ten years. However, I have no realistic expectation that we will be doing any R/W acquisition or construction in the next ten years. If I remember correctly, our EEA was for the sole purpose of performing location surveys. No R/W plans were ever developed for the majority of the line. I believe it is appropriate to close this file. If and when it ever comes back to life, we will pretty much be starting from scratch anyway."

The file is closed effective this date:

Nancy M. White
Regional Manager

5-4-96
Date

134
5-2-96

MEMORANDUM

State of Alaska
Department of Transportation & Public Facilities

TO: Joy Zuke
Natural Resource Officer
Department of Natural Resources
Div. of Lands/Northern District

DATE: February 21, 1996

FILE NO:

TELEPHONE NO: 451-5426

SUBJECT: ADL 402805, 407976, 412309, 413806
Request for Comments

RECEIVED
FEB 22 1996
Division of Land
Northern District

FROM: John F. Bennett, PLS
Right of Way Engineering Supervisor
Northern Region

Thanks for your memo dated February 14, 1996. We should be able to kill these 4 ADL files at this time.

ADL 402805: Alaska Railroad Extension. Last year we were requested to prepare an updated estimate to acquire the ROW for the project given that much of the land had been conveyed to ANCSA corporations in the past 10 years. However, I have no realistic expectation that we will be doing any ROW acquisition or construction in the next 10 years. If I remember correctly, our Early Entry Authorization was for the sole purpose of performing Location surveys. No right of way plans were ever developed for the majority of the line. I believe it is appropriate to close this file. If and when it ever comes back to life, we will pretty much be starting from scratch anyway.

ADL 407976: This one had me going for a while, although I should be able to claim ignorance because it occurred prior to my employment with DOT&PF. Our title report on this parcel noted that the Dept. of Revenue had issued a deed to DNR due to foreclosure because of non-payment of taxes. Because of the potential redemption by the original property owner, the AGO condemned the parcel for title purposes, naming among others, DNR. Due to the time required to clear title, an Early Entry Authorization was requested. The Superior Court issued a final judgement on March 22, 1984 which vested fee simple title to the parcel in State of Alaska DOT&PF. Therefore, the ROW permit application is moot and is no longer required. The file can be closed. I have attached a copy of the Final Judgment for your files.

ADL 412309: Our notes indicate that we did not intend to maintain a permanent interest in this access road. The access was obliterated and revegetated. Therefore, we concur that this ADL file should be closed with no ROW permit issued.

ADL 413806: This project at 81 mile on the Steese highway initially required a ROW for a snow fence and a waste area. The snow fence was not constructed and the waste area was not used. I may be wrong, but I thought we already sent a memo over on this ADL requesting that the file be closed with no permit to be issued.

Thanks for clearing up these files.

ADL * 402805

STATE OF ALASKA
DEPARTMENT OF NATURAL RESOURCES
DIVISION OF LAND AND WATER MANAGEMENT

APPLICATION FOR RIGHT OF WAY PERMIT

Date: December 23, 1982

The undersigned, Department of Transportation and Public Facilities, residing at 2301 Peger Road, Fairbanks, Alaska hereby applies to the Director of the Division of Land and Water Management, Department of Natural Resources, for a Right of Way, 300 feet in width and 125 miles in length, located between Fairbanks and the Canadian Border, containing an area of 4,545± acres as shown on the plat attached hereto in duplicate copies, for the purpose of constructing and maintaining thereon a railroad for public, yearlong use.

State briefly the standards of construction of proposed improvements:
Alaska Railroad Standards.

Constructed N/A Construction to begin Unknown

To be completed Unknown

If this application is approved, I agree to construct and maintain the improvements; authorized in a workmanlike manner, to keep the area in a neat and sanitary condition; if said right of way is to be constructed across leased lands, I agree to reimburse the lessee for all damages to crops and improvements; to the extent of the fair market value thereof, which may be damaged or destroyed as the result of the construction of said right of way, and to comply with all the laws, rules and regulations pertaining thereto; and *provided further that upon termination or relocation of the Right of Way for which application is herein made, I agree to remove or relocate the improvements and restore the area without cost to the State and to the Director.

RECEIVED

DEC 23 1982

DIV. OF FOREST, LAND &
WATER MGMT - FAIRBANKS

Harold A. Cameron

Signature of Applicant
Harold A. Cameron
Regional Chief R/W Agent

(Instructions for preparation of plat: Attach triplicate copies of letter size plat, show centerline and boundaries of right of way, show ties from centerline to establish monuments and section corner, show conflicts with other rights of way, if any, scale 4" to 8" per mile, type of survey.)

*Not applicable to State Agencies
10-112 (75)

Alaska Railroad Corporation

Corporate Address: P.O. Box 10-7500, Anchorage, Alaska 99510
327 W. Ship Creek Avenue, Anchorage, Alaska 99501



MEMORANDUM

February 4, 1999

To: Representative Jeannette James

From: Jim Blasingame, Vice President, Corporate Affairs

Subject: Canadian Line Extension

A handwritten signature in cursive script that reads "Jim Blasingame".

Jeannette, I have enclosed a copy of a map which I have furnished to Representative Beverly Masek office which shows the British Columbia Railway (BCR).

This happens to be an older map but one which we have been using to demonstrate things in perspective to Alaska.

The BCR rail line extension goes as far north as M.P. 309 which is known as an area called Chipmunk (not shown on the map). It is also our understanding that their "grade" for a rail line north of Chipmunk is presently in place, but has no rail. That grade is in place within a few miles this side of Dease Lake.

I do not know when this rail line was installed, but I suspect that it was done sometime in the 1970's, but I could be corrected on that issue.

Please let me know if you have any questions.

**ALASKA RAILROAD
EXTENSION**

**ROUTE SELECTION
PROJECT X20089**



**EIELSON TO
CANADIAN BORDER**

STATE OF ALASKA
DEPT. OF TRANSPORTATION
& PUBLIC FACILITIES
JULY 1979

ALASKA RAILROAD EXTENSION

ROUTE SELECTION

PROJECT #X20089

EIELSON TO

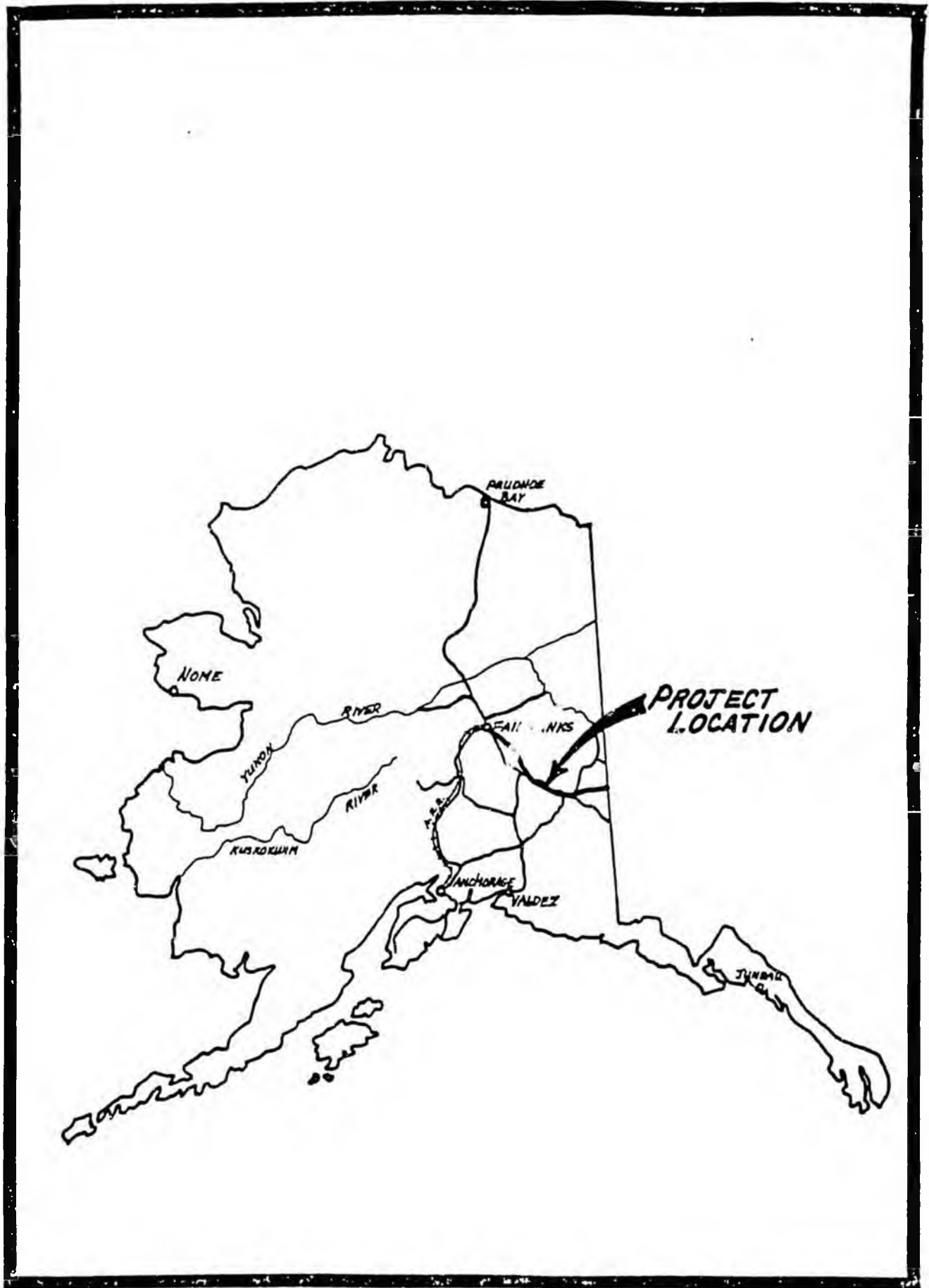
CANADIAN BORDER

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION

& PUBLIC FACILITIES

JULY 1979



ALASKA RAILROAD EXTENSION
ROUTE SELECTION

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INTRODUCTION

In the spring of 1977 the first session of the tenth Alaska Legislature passed two bills (HB47 and HB48) which dealt with a proposed extension of the Alaska Railroad to the Canadian border. House Bill 47 charges the Interior Region of the Alaska Department of Transportation and Public Facilities with the responsibility to "delineate a proposed utility corridor for the extension of the Alaska Railroad to the Canadian border..." and further stated that the corridor "shall include a delineation of a proposed railroad right of way".

House Bill 48 appropriated \$865,000 from the State's general fund to cover the cost of the work necessary to delineate the utility corridor and railroad right of way. In June of 1977, the governor's office authorized \$150,000 of the HB48 appropriation to cover costs of the first phase of the railroad extension project.

The Department performed only a limited amount of route reconnaissance in 1977 since \$150,000 would not go far toward accomplishing the project goals. However, in January of 1978, the second session of the Tenth Legislature restored the full \$865,000 for use on the project. Time then became an important factor since a great amount of work remained to be done on the project before June 30, 1979, when funding was to expire.

In the early months of 1978 the Department completed the selection of a preliminary route which was described in a report issued in April of that year. The reconnaissance work leading to the preliminary route selection is summarized on the following pages.

CRITERIA FOR ROUTE SELECTION

The location of the railroad is really the key to defining the corridor required by HB47 and HB48. The grade and alignment constraints on a railroad location are much more restrictive than for any other transportation mode or utility installation. For this reason, the Department concentrated work on the selection of a railroad location. In effect, a utility corridor will be placed around the best available railroad alignment rather than trying to place a railroad within a pre-selected corridor.

In order to identify the best available railroad location, several factors were considered:

1. Design Standards The railroad should be located so that it can meet grade and alignment standards which are commensurate with the transcontinental rail system standards. The Engineering Department of the Alaska Railroad provided the following recommendations for design standards.

Grades

1%	desirable
1.7%	maximum

Curvature

3°	valley terrain	desirable maximum
6°	mountainous terrain	desirable maximum
10°	absolute maximum	

2. Foundations and Materials The railroad should be located on the best available foundations and in areas where construction materials are readily available. Good foundations are essential in keeping construction and operating costs to a minimum. Funding and time limitations did not allow a program of subsurface investigations and soils analysis. Materials investigations consisted primarily of aerial photo interpretation.

3. Safety Potentially hazardous situations such as highway grade crossings should be avoided whenever possible. The route described in this report crosses the Richardson Highway one time and the Alaska Highway three times.

4. Service to Communities The railroad should be placed such that it will serve local communities and enhance local development plans while still maintaining the "through" nature of the route. This constraint has been adequately met by holding discussions during the reconnaissance phase with Fort Wainwright, Eielson AFB, Fort Greeley, the Delta Junction Chamber of Commerce, Citizens of Tok, the Alaska Department of Fish and Game, and the State Division of Lands. The discussions yielded information that resulted in a location of maximum utility to the agencies and communities who would use the railroad.

5. Environmental Concerns The scope and funding of this route selection project did not provide for a full environmental assessment of railroad construction and operation. However, the Department's Environmental Section as well as other appropriate agencies were consulted in order to maintain an awareness of environmentally sensitive areas and issues which might affect the selection of a railroad route.

6. Right of Way The railroad alignment was placed on public lands wherever possible so as to minimize the costs of right of way acquisition. It is assumed that the railroad right of way will be 300 feet wide.

7. Costs Costs of rail construction were kept in mind and minimized where possible.. However, this study does not include an estimate of construction costs for the proposed rail project.

ROUTE RECONNAISSANCE

Previous developments (highways, pipelines, communications systems, airports) have established a general transportation corridor from the present terminus of the Alaska Railroad at Eielson Air Force Base south-east to the Canadian border. This corridor can be described in broad terms as the valley of the Tanana River or in more narrow terms, as the route of the Richardson and Alaska highways.

A study of topographic and land status maps of eastern Alaska readily shows that the terrain and the associated economic and environmental considerations effectively rule out any general corridor other than the Tanana River Valley. This route study is confined to the Tanana Valley except for the easternmost 50 miles which follow the Ladue River down to the Canadian border.

The Ladue border crossing was first proposed in 1942 when the U.S. Army Corps of Engineers surveyed a route for a rail connection to Alaska. Interest in that project faded after the end of World War II, but the route chosen at that time has been reaffirmed many times in subsequent years. The Ladue crossing directs the Yukon Territory segment of the railroad route into the broad valleys of the White, Yukon, Pelly, and Liard rivers. The valleys provide a fairly direct route to Watson Lake, Y.T., through which the connecting link to the existing transcontinental rail system will pass.

It should also be pointed out that the Ladue River border crossing allows the easiest and most direct route to Whitehorse, Y.T., should Canada decide to run the rail connection through that city. This study considers only the Ladue River border crossing.

The first step in selecting a railroad route was to study topographic maps and to identify on these the route possibilities that appeared to merit further study by means of aerial photography.

From the map study it was determined that the 108 mile section from Delta Junction to Tok was adequately covered by aerial photographs taken in September 1976 for the purpose of highway reconnaissance. Likewise, the 80 mile segment from Tok to the Canadian border via the Ladue River had previously been photographed in a 1973 rail study. This left only the 75 mile segment from Eielson to Delta Junction lacking in reconnaissance photo coverage. Photographs of this area were scheduled for the fall of 1977.

Map study of the Eielson to Delta Junction area revealed several possible routes including an alignment along the north bank of the Tanana River and several alternatives south of the river. In September 1977 these routes were investigated by a fixed-wing overflight involving the Regional Geologist, Hydrologist, and Reconnaissance Engineer. After this investigation, three routes were chosen as the most promising rail locations, one north of the Tanana River and two south of the river.

All three of these routes were subsequently photographed in color on October 1, 1977. All of the aerial photos mentioned above are at a scale of 1 inch = 1000 feet.

Through the winter of 1977-78 considerable time was spent studying the reconnaissance photographs in an effort to select a preliminary alignment. The route that was selected for further study was plotted on the maps which are included in the back of this report on pages 13 through 16. These are USGS maps with a scale of 1 inch = 4 miles. These maps provide a scale that is manageable for inclusion in the report, but do not show extensive detail in any given area.

The proposed line was also plotted on the larger scale quadrangle maps as well as the reconnaissance aerial photographs.

The route is marked off in miles beginning with Mile 0 at the recently completed railroad bridge over the Chena River floodway near Eielson AFB and ending with Mile 268 at the Canadian border.

METHODOLOGY

Photogrammetric mapping was chosen as the most effective means of selecting a precise route for the railroad. This method allowed a high degree of latitude in final route selection and was adaptable to the time and funding constraints which had been placed on the project. The mapping work was assigned to two consulting firms which were already under contract to provide mapping services to the State of Alaska.

In early April 1978 maps with flight lines drawn along the proposed route were submitted to the mapping consultants. These consultants reviewed the flight lines and laid out ground control schemes that met their mapping requirements. These control schemes were returned to the DOT/PF by the end of April.

Anticipating an early and intensive surveying season, the Department contacted all affected landowners along the route to secure permission to survey across the owners' lands. Permission was granted by all public agencies and private owners with the exception of the Village of Tanacross. While Tanacross did not deny the request for access to its lands, the decision was delayed to the point where the Department could no longer wait due to the need to have ground control panels in place and mapping photos taken before spring foliage obscured the ground.

The result is that the segment of the route passing through Tanacross lands has not been mapped and therefore has not been described in precise terms. The Tanacross lands form a gap in the mapping project from mile 162 near Cathedral Bluffs to mile 195 near the Coast Guard Loran Station east of Tok. The route selected through this 32 mile area is described in the general terms used in the preliminary route study.

During late April and the first part of May of 1978, Department personnel placed the required photo control panels on the ground along the remaining 236 miles of the route.

North Pacific Aerial Surveys photographed the route on May 9, 1978 at a scale of 1"=500' for mapping purposes.

Concurrently with designing the flight lines, the state entered into negotiations to select a ground control survey consultant. The State selected the firms of Stutzman Engineering and DOWL. These firms were contracted to do all of the ground control survey work in a joint venture.

Control survey work began in early June and continued through the summer of 1978. The field survey was primarily a method of controlling the aerial photographs with a secondary benefit of establishing a system of monumentation along the proposed route corridor which could later be used for additional right of way acquisition, construction lay-out, or other surveys as may be deemed essential to the project. The Alaska State Plane Coordinate system was used for horizontal control throughout the project and involves Alaska Zones 2 and 3.

Since the three segments of the route spanned such an extensive area, a great variety of terrain, ground cover, and accessibility problems were

encountered. Each of the field conditions seemed to dictate how the survey should be conducted and what equipment should be utilized. In all cases, coordinate positions and azimuths were originated from existing Geodetic Survey, U.S. Geological Survey, U.S. Army Corps of Engineers, Bureau of Land Management, and two stations established by the International Boundary Commission. The control traverses or nets were also closed onto other stations of the same origin or previously established monuments which had been derived therefrom. After running a field data traverse through the network from geodetic station to station, a compass adjustment was made to position all intermediate points. The thus derived positions of each new traverse or control station were anticipated to be within 1:30,000 accuracy relative to existing control. Actual field determinations have proven this to have been accomplished.

All vertical control was derived from existing U.S.C. & G.S. or U.S.G.S. Bench Marks. A more detailed discussion of the control survey is presented in a report prepared by the consultants upon completion of the survey work. That report also contains a listing of the positions of all control points.

As the Department received control data from the survey consultants, it was sent to the mapping consultants and the production of contour maps began by mid summer 1978. This was accomplished at a scale of 1" = 100' with a 2' contour interval. The band of mapping varied from 500' to 800'. Over most of the length of the project a 500' wide strip centered on the preliminary route was mapped. In some areas of rough terrain a wider strip of mapping was requested to allow more flexibility in selecting a final railroad route.

As the mapping was received, the Department placed a railroad centerline on it. Occasionally the line is tightly controlled by topography. This is most obvious when climbing from the Tanana River to the Ladue Summit. A 1% "Grade Contour" was laid out on the mapping by starting at the Ladue summit and working down to the highway on the Tanana side. A railroad centerline was then drawn to get the best "fit" to this grade contour. The result is a railroad centerline with a sustained 1% grade and continuous curvature for a distance of about 10 miles.

As the alignment was placed on the mapping, the Regional Geologist and Hydrologist reviewed it and recommended needed changes. When the most desirable "fit" was achieved, the State Plane Coordinates of the tangent intersections were scaled off the contour maps and bearings and distances of the tangents were calculated, as well as all curve data. The line has been stationeered from the Eielson toward the Canadian border. All of the alignment and coordinate data has been tabulated and is on file at the Interior Regional Office of the Department of Transportation and Public Facilities.

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.

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.

At Mile 77.5 the route turns east up Jarvis Creek. This general location through the Delta Junction area was chosen after meetings with the Delta Junction City Council and Planning Commission.

Delta Junction to Tok (Mile 78 to Mile 189)

Proceeding southeast from Delta Junction the route crosses the Richardson Highway just north of the Jarvis Creek bridge (Mile 78) and then follows the east bank of Jarvis Creek on Fort Greely lands for about 4 miles. At Mile 82, the route is near the developed area of Fort Greely although a bridge across Jarvis Creek will be necessary to provide access to the fort.

From Mile 82, the route turns easterly remaining on Fort Greely lands for the next 7 miles as a means of avoiding the private property along the Alaska Highway.

Between Mile 86 and Mile 88, the route winds through the broken terrain of a glacial moraine. The route then leaves Fort Greely near Mile 89 and heads southeast paralleling the Alaska Highway for the next 10 miles. Most of the land in this area has been selected by the State of Alaska under the statehood act.

The railroad route crosses the Alaska Highway near Mile 100, eight miles west of the Gerstle River. The route also crosses the proposed Northwest gas pipeline at this point. This crossing places the railroad on the opposite side of the highway from the Gerstle River Campground. After crossing the highway, the route parallels the highway on the north side until reaching the vicinity of the Little Gerstle River.

To avoid the steep, broken terrain of an old glacial moraine, the railroad route follows along the edge of the Tanana River from Mile 114 east of the Little Gerstle River to Mile 120 at the Johnson River. Department Geologists have some misgivings about the foundation conditions in this area and a detailed soils investigation might lead to a decision to shift a section of the alignment higher up the hill away from the Tanana River.

The route crosses the Johnson River near its mouth where the braided stream bed is about 0.5 miles wide. East of the Johnson River the route swings away from the Tanana River across an alluvial fan reaching the vicinity of the Alaska Highway near Dry Creek (Mile 123). For the next five miles the railroad route closely parallels the highway on the north while running along the edge of an alluvial gravel terrace.

At Mile 128 the route swings away from the highway to cross Berry Creek about 0.5 miles downstream from the highway bridge. The DOT/PF also proposes to shift the highway downstream on Berry Creek, however, there should be no conflict between the highway and the railroad.

At Mile 130, the railroad route runs north of a small lake following the same general location as the 1942 railroad survey. The route returns to the vicinity of the highway at Mile 132 and then swings 0.25 miles to the north to follow the edge of an alluvial gravel terrace for the next 4 miles.

Near Mile 137, the route enters Dot Lake Village lands and drops from the terrace to the Tanana floodplain. Over the next 3 miles the route will be partially located on the poor foundations west of Dot Lake.

After reaching Dot Lake (Mile 140) the route parallels the Alaska Highway for the next 8 miles over the flat terrain of an alluvial fan. At Mile 148 near Jan Lake, the railroad route swings away from the highway to the north in order to skirt the steep hills north of the Robertson River. The route reaches the Robertson River at Mile 154 and crosses that stream about 0.5 miles above its mouth. This crossing is about 3500 feet in length and poses some special problems because of the extensive buildups of ice that occur each winter in the Robertson River.

The route remains near the Tanana River for most of the distance between the Robertson River and Cathedral Rapids (Mile 154-164). East of Cathedral Rapids the railroad would contour around the large alluvial fan at the mouth of Yerrick Creek and again reach the vicinity of the Alaska Highway near Moon Lake (Mile 171). From Mile 171 to Mile 174, the route skirts the base of the hills below the highway and then parallels the highway from Mile 174 to Mile 176.

From Mile 176, the railroad route proceeds due east for 12 miles. This places the route south of the Tanacross airfield (Mile 178) and north of the Haines pipeline pump station (Mile 182). This also places the railroad well north of all the development between Tanacross and Tok. The route passes Tok Junction 2 miles to the north at Mile 189.

Tok to Canadian Border (Mile 189 to Mile 268)

From Mile 189 north of Tok Junction, the proposed railroad route runs southeasterly for about 10 miles in a straight line gradually converging with the Alaska Highway alignment. The route crosses the Tok River at Mile 193, passes north of the Coast Guard installation at Mile 194, and crosses the Alaska Highway at Mile 198.5 one mile west of the Tanana River bridge. The route then crosses the Tanana River just upstream from the highway bridge.

East of the Tanana River, the railroad route skirts along the base of the hills passing one quarter mile south of Tetlin Junction and remaining south of the Alaska Highway for the next 5 miles in order to avoid the steep, broken terrain on the hillsides above the highway. At Mile 206, the route crosses to the north side of the Alaska Highway and begins the climb to the Ladue Summit.

The location of the railroad for the next twenty miles is primarily controlled by grade requirements. The line must climb from an elevation of about 1800 feet at Mile 206 to about 2300 feet at the summit (Mile 216). This requires 10.5 miles of sustained 0.9% grade. This section will also have many maximum degree curves and will require many large cuts and fills.

The location of the crossing into the Ladue River Valley (Mile 216) is the same as that selected by the U.S. Army Corps of Engineers in 1943. This is the lowest available access point to the Ladue Valley.

On the Ladue River side of the summit, maximum grades and curves will not be necessary. The route reaches the valley floor at about Mile 220 at an elevation of 2100 feet. From this point on, the route will follow gentle grades and alignment down the Ladue Valley to the Canadian border.

The Ladue Valley is relatively narrow so that there is not a wide choice of route locations. For the most part, the railroad route will follow along the north side of the valley in order to gain the advantage of the southern exposure. The preliminary route reaches the Alaska-Yukon border at Mile 268.5.

CONCLUSIONS AND RECOMMENDATIONS

The work done on this project has resulted in a railroad alignment with essentially river grades and with curves that can be negotiated at 60 mph. The most notable exception is the section in the area of the Ladue summit where grades are still below 1% but where curvature and the length of sustained grade would reduce train speeds to 25 mph. There are a few curves in other locations with a 50 mph design speed.

The Department has attempted to select the best available railroad route while keeping within the limitations imposed by funding and time constraints. It would have been desirable to put more time and effort into several aspects of the route selection - particularly in the area of foundation investigations.

It should be expected that more detailed study in later phases of railroad development could result in recommendations for changes in the location of portions of the proposed alignment.

In spite of the shortcomings of this study, the Department feels that the route that has been selected is basically a sound and viable railroad route.

It is recommended that a 300 foot wide right of way centered on this route be withheld from the many demands being made on the public lands. It is further recommended that the State of Alaska should move to acquire that portion of the right of way that is within private lands as intended by HB47.

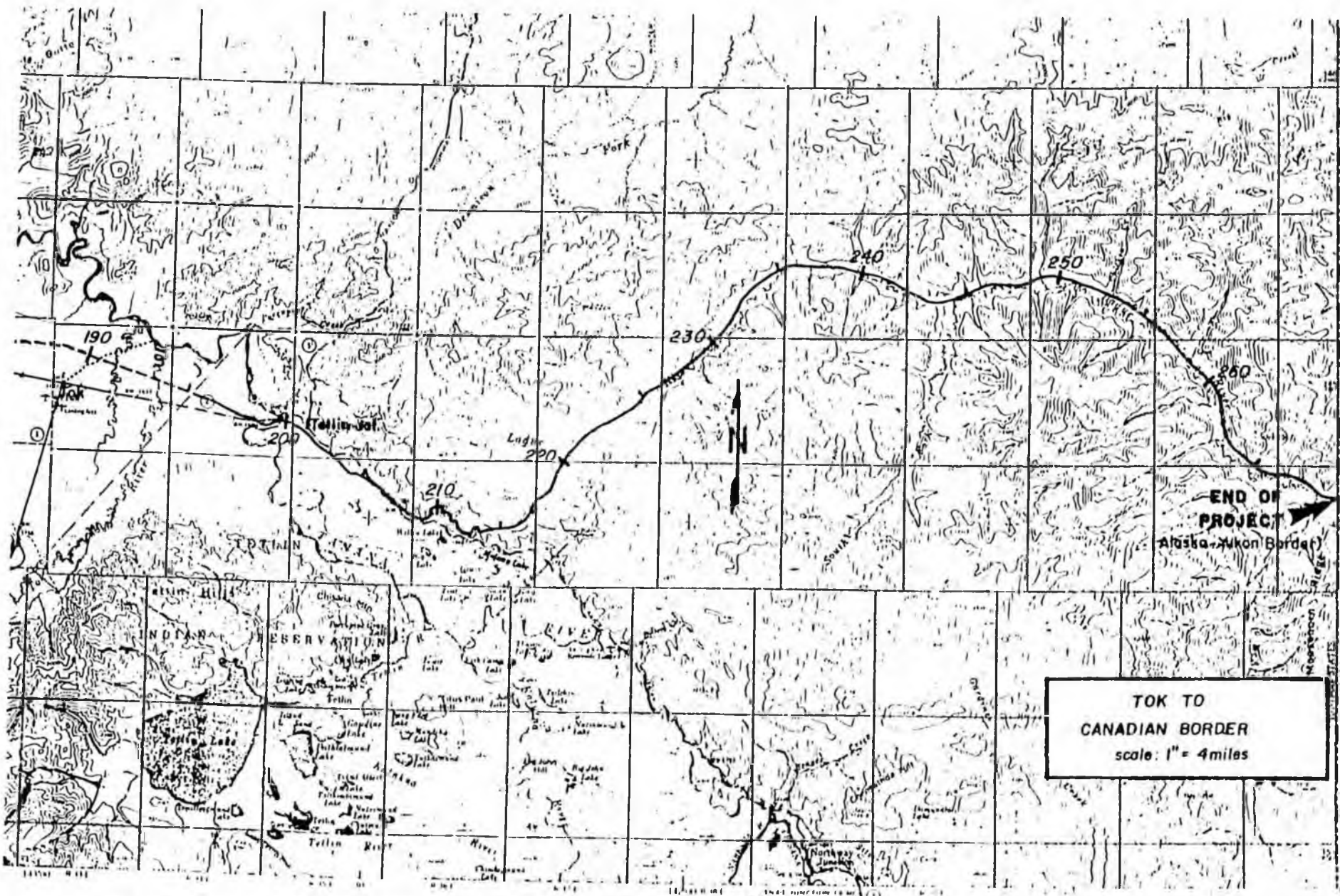
The Department now has on file:

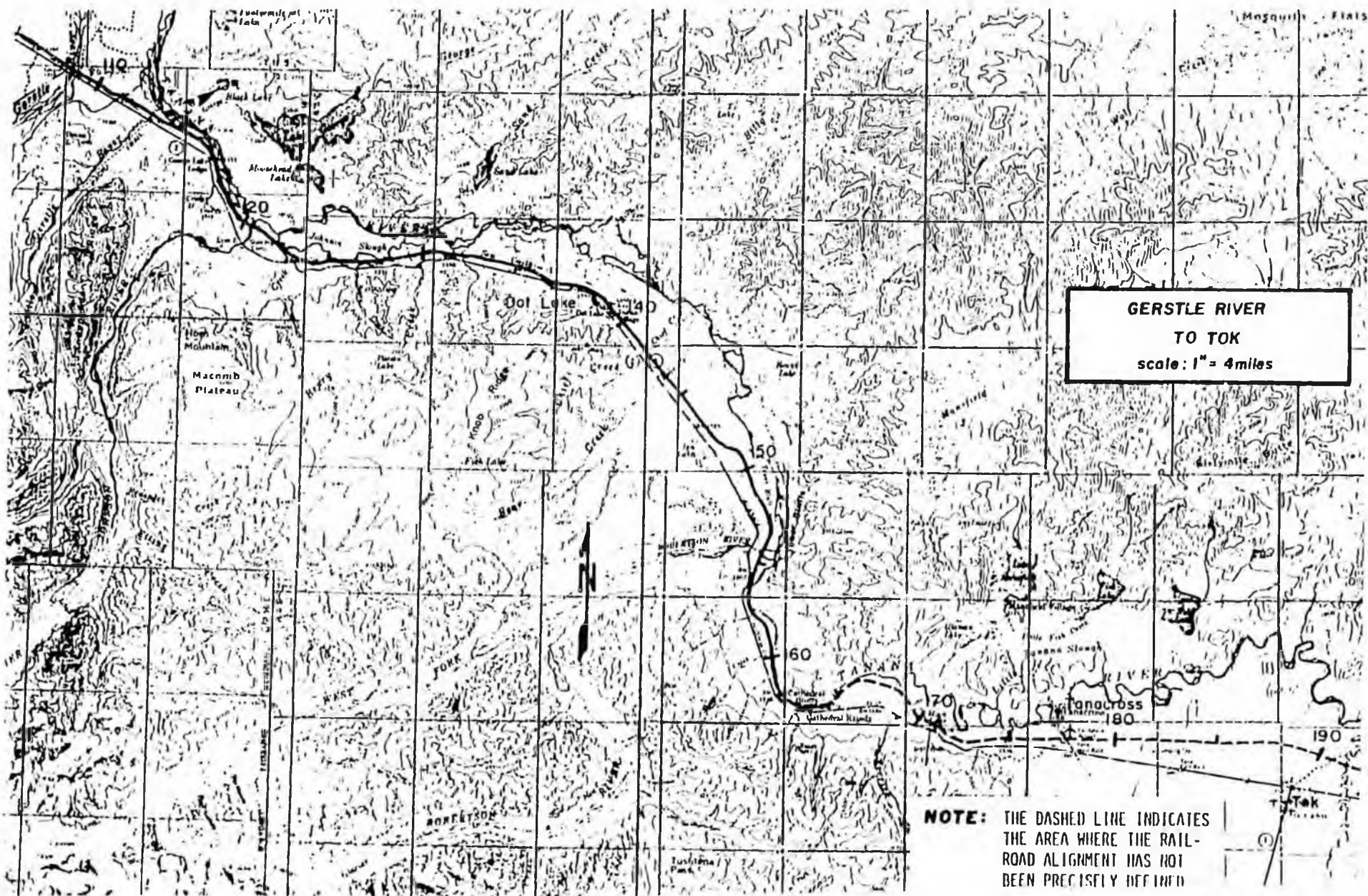
- * Aerial photos of the entire route
- * Control survey data
- * Photogrammetric contour maps of the route
- * A tabulation of alignment data
- * State Plane Coordinate positions of centerline points

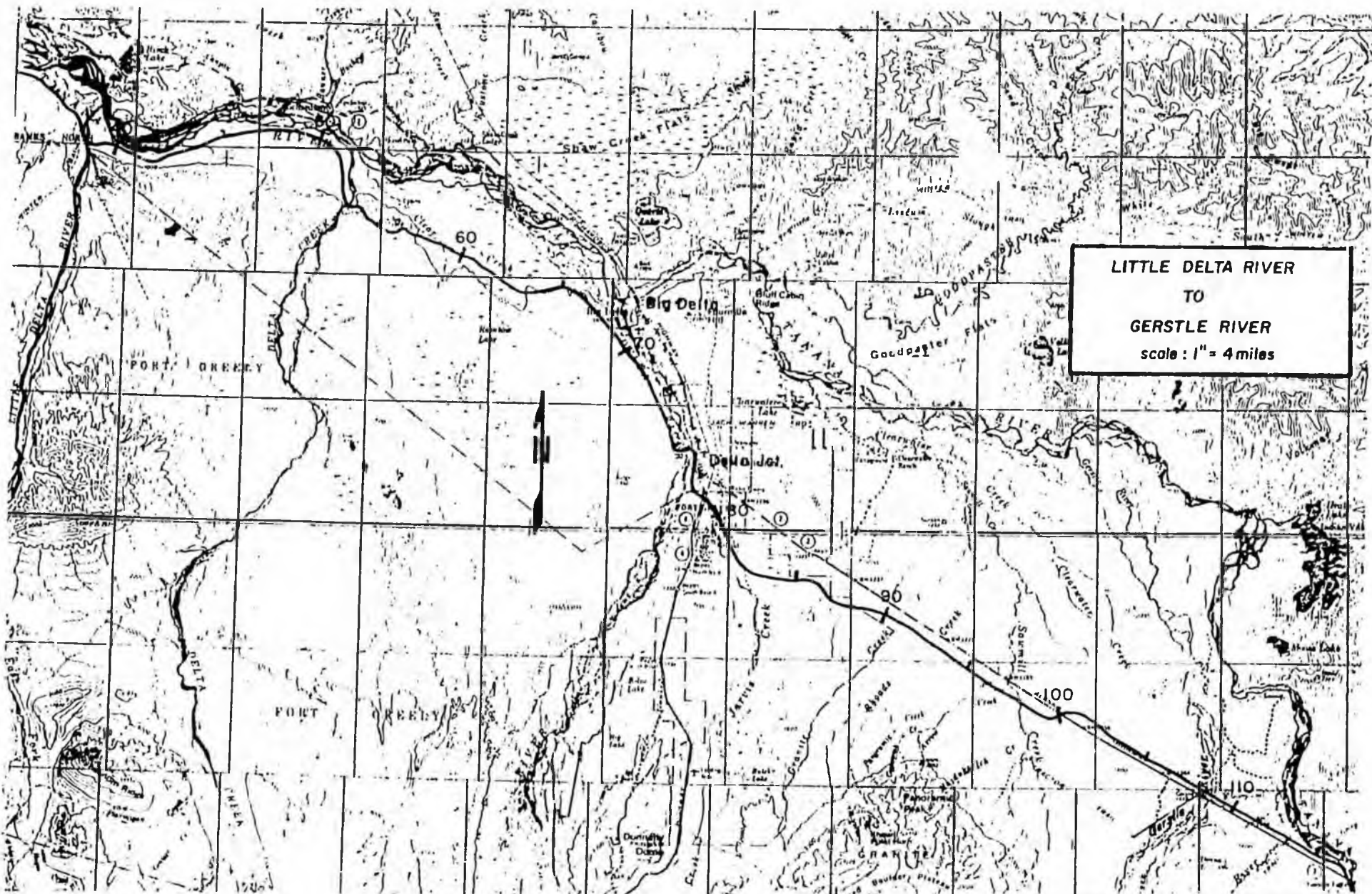
The Alaska State Plane Coordinates of the centerline points constitute a precise legal description of the railroad route.

Through the photogrammetric process we also have the capability to produce design cross sections and earthwork quantities from the data already gathered and to make alignment shifts without field surveys. This should speed up the process if the decision is made to proceed to construction on any part of the railroad route.

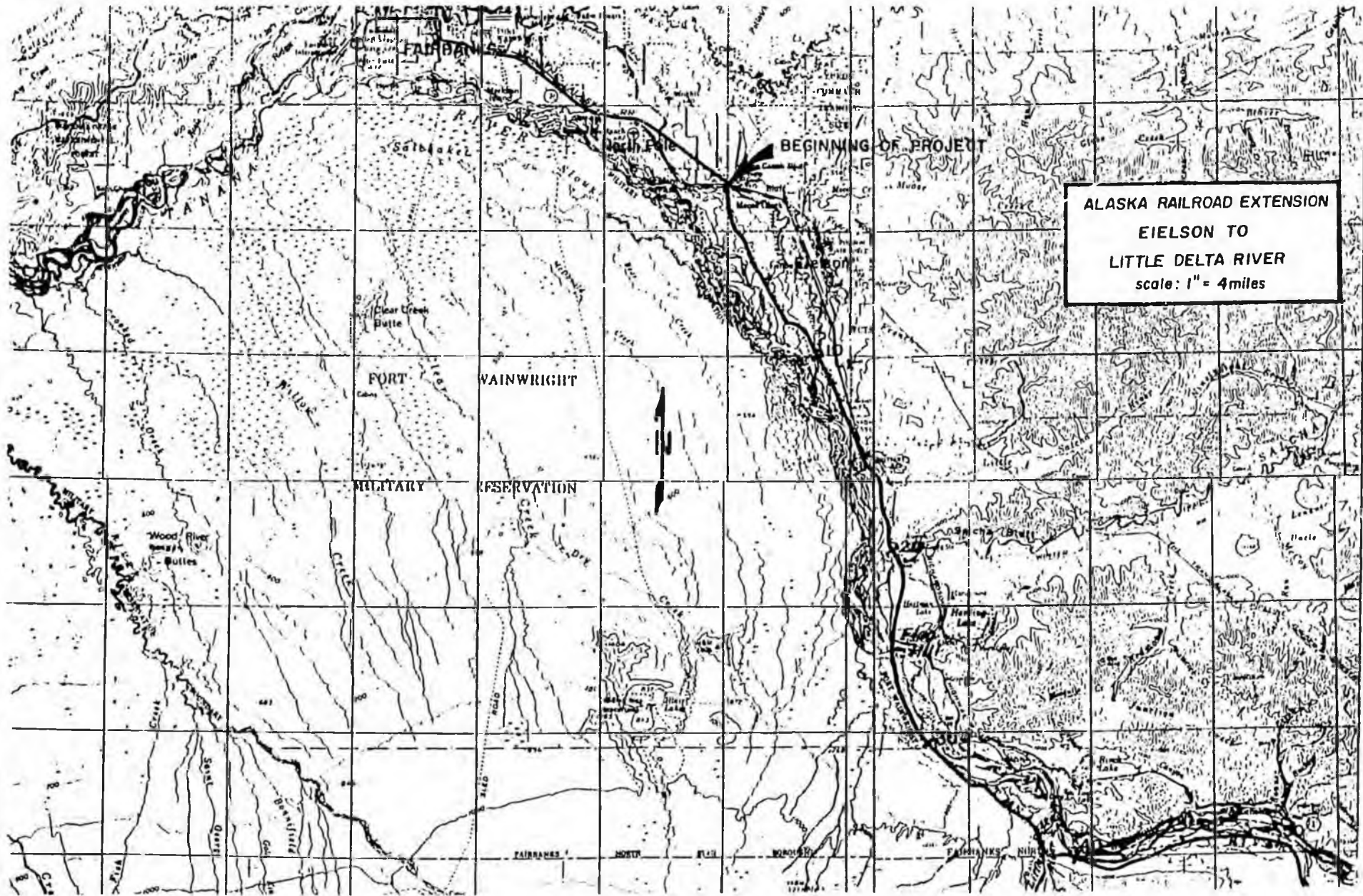
Much of the data gathered for the railroad study will also be of use on highway projects which are planned for the Alaska Highway.







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



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

APPENDIX

Introduced: 1/13/77
Referred: State Affairs and
Finance

1 IN THE HOUSE

2 HOUSE BILL NO. 47

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act relating to creation of a utility corridor for
7 extension of the Alaska Railroad; and providing for an
8 effective date."

9 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

10 * Section 1. AS 19.05 is amended by adding a new section to read:

11 Sec. 19.05.122. UTILITY CORRIDOR FOR EXTENSION OF THE ALASKA RAIL-
12 ROAD. (a) The interior division of the department shall delineate a
13 proposed utility corridor for the extension of the Alaska Railroad to
14 the Canadian border. The proposed utility corridor shall include a
15 delineation of a proposed railroad right-of-way.

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

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

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

24 (2) the department shall exercise its authority under sec. 40
25 of this chapter to acquire rights-of-way across land within the utility
26 corridor which is subject to the state's power of condemnation.

27 (d) The requirements of the Alaska Land Act (AS 38.05) relating to
28 classification and reclassification of land are inapplicable to actions
29 taken under this section.

* Sec. 2. This Act takes effect immediately in accordance with AS 01.10.-
D70(c).

Introduced: 1/13/77
Referred: State Affairs and
Finance

BY SWANSON, BRADLEY, CHATTERTON,
HAYES, KELLY, MCKINNON, MEEKINS,
PARR AND PHILLIPS

1 IN THE HOUSE

2 HOUSE BILL NO. 48 am

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act making a special appropriation to the Depart-
7 ment of Transportation and Public Facilities, interior
8 division, for delineation of a utility corridor and
9 railroad right-of-way for extension of the Alaska
10 Railroad; and providing for an effective date."

11 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

12 * Section 1. The sum of \$865,000 is appropriated from the general fund to
13 the Department of Transportation and Public Facilities, interior division, for
14 the purpose of reconnaissance photography and studies, field surveys, mapping,
15 engineering work, cost comparisons, and office work to delineate a utility
16 corridor and railroad right-of-way for extension of the Alaska Railroad to
17 the Canadian border.

18 * Sec. 2. The unexpended and unobligated portion of this appropriation
19 lapses into the general fund June 30, 1979.

20 * Sec. 3. This Act takes effect immediately in accordance with AS 01.10.-
21 070(c).

Alaska State Legislature

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House Of Representatives

House District 34

SPONSOR STATEMENT

House Bill 12

1/28/99

"An Act relating to an easement for the extension of the Alaska Railroad to the Alaska-Canada Border"

Why is this bill necessary?

- 1982 A corridor was delineated by statute, connecting Alaska's existing railroad with the Canadian Border.
- 1994 I sponsored and passed HB 184 authorizing \$10,000.00 for a study determining the cost of acquiring this right-of-way.
- 1995 D.O.T. reached a cost estimate of \$6,363,000.00 to acquire the right-of-way. Of the \$10,000.00 appropriated by HB 184 for this study, a total of \$7876.00 was expended.
- 1996 On May 5, the 1982 application to B.L.M. for this project was withdrawn by order of D.O.T. due to "lack of interest," in spite of my 1994 legislation which certainly indicated a continuing interest!
- 1999 HB 12 reauthorizes delineation of the corridor, subject to legislative appropriation. Thus this bill carries no fiscal impact. It merely reauthorizes and updates the 1982 statute.

Both the Canadian and Russian governments, as well as our own, are increasingly interested in a U.S.-Asian link via rail through Alaska. HB 12 allows eventual funding from any source, private or governmental, and I want the authorization on the books now so we aren't scrambling for it when project funds become available.

Advantages to Alaska are obvious: resource development, tourism, job opportunities for ALL areas of Alaska, with controlled access - and without the expensive maintenance problems of other modes of transportation.