

HB

12

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 State Legislature

REPRESENTATIVE
JEANNETTE JAMES
P.O. Box 56622
North Pole, Alaska 99705
(907) 488-1546
FAX (907) 488-4271



While in Juneau
State Capitol
Juneau, Alaska
99801-1182
(907) 465-3743
FAX (907) 465-2381

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- 1996 On May 5, the 1982 application to B.L.M. for this project was withdrawn by order of D.O.T. due to "lack of interest," in spite of my 1994 legislation which certainly indicated a continuing interest!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.

Sec. 19.05.120. Authority to purchase property for the purpose of exchange. When the commissioner formally declares that it is in the best public interest of the state to do so, the department may acquire by purchase or otherwise privately or publicly owned land or an interest in it for the purpose of exchanging it for privately or publicly owned land which the department is authorized by law to acquire. (§ 2(3) art I title IV ch 152 SLA 1957; added by § 3 ch 122 SLA 1960)

Sec. 19.05.122. Utility corridor for extension of the Alaska Railroad. (a) Not later than April 1, 1982, the interior division of the department shall delineate a proposed utility corridor for the extension of the Alaska Railroad to the Canadian border. The proposed utility corridor shall include a complete legal description of the proposed railroad right-of-way.

(b) Within 90 days after receiving a report transmitting the work of the interior division of the department under (a) of this section, the commissioner shall, in conformity with AS 44.62 (Administrative Procedure Act), if necessary, 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 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 shall

(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.

(d) The requirements of AS 38.05 (Alaska Land Act) relating to classification and reclassification of land are inapplicable to actions taken under this section. (§ 1 ch 145 SLA 1977; am §§ 1-4 ch 95 SLA 1981)

Legislative history reports. — For House letter of intent related to ch. 145, SLA 1977 (HB 47), see 1977 House Journal, p. 371.

Sec. 19.05.123. Fairbanks — Seward peninsula transportation and utility corridor. (a) Subject to legislative appropriation, the department shall identify and delineate a proposed transportation and utility corridor between Fairbanks and the western end of the Seward Peninsula.

(b) In performing the work required by (a) of this section,

(1) the railroad alignment and identification of a railroad right-of-way of not less than 500 feet, together with adjacent sites that can be developed for necessary construction materials, shall guide the identification and delineation of the corridor; and

(2) the department shall consider the following factors:

(A) grade and alignment standards that are commensurate with rail and road construction standards;

(B) availability of construction materials;

(C) safety;

(D) impacts on and service to adjacent communities;

(E) environmental concerns;

(F) use of public land to the maximum degree possible;

- (G) minimization of probable construction costs;
- (H) the location of, and the opportunity to obtain access to, identified natural resources that could contribute significantly to the state's economic development; and
- (I) prior and established traditional uses.

(c) Within 90 days after receiving a report transmitting the work of the department under (a) of this section, the commissioner shall, in conformity with AS 44.62 (Administrative Procedure Act), if necessary, adopt a regulation approving, modifying, or rejecting the proposed corridor.

(d) If the commissioner approves or modifies the proposed corridor when presented under (c) of this section,

(1) the Department of Natural Resources shall promptly classify, or reclassify, and reserve any state land within the corridor and at adjacent sites that can be developed for necessary construction materials for use as a corridor; and

(2) the department shall

(A) subject to legislative appropriation, exercise its authority under AS 19.05.040 to acquire rights-of-way across land within the corridor that is subject to the state's power of condemnation; and

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

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

(f) To complete the work required by this section, the commissioner may accept any legal gifts and grants and may enter into contracts or other transactions or agreements relating to it with the federal government, an agency or instrumentality of the state, a municipality, or a private organization.

(g) In this section, "corridor" means the transportation and utility corridor required to be identified and delineated by (a) of this section. (§ 1 ch 83 SLA 1994)

Delayed repeal of section. — Under § 2, ch. 83, SLA 1994, this section is repealed July 1, 2055.

Revisor's notes. — Formerly AS 19.25.123. Renumbered in 1996.

Article 3. General Provisions.

Section

125. Purpose

Sec. 19.05.125. Purpose. The purpose of AS 19.05 — AS 19.25 is to establish a highway department capable of carrying out a highway planning, construction, and maintenance program that will provide a common defense to the United States and Alaska, a network of highways linking together cities and communities throughout the state (thereby contributing to the development of commerce and industry in the state, and aiding the extraction and utilization of its resources), and otherwise improve the economic and general welfare of the people of the state. (§ 2 art I title I ch 152 SLA 1957; am § 28 ch 32 SLA 1971)

Sec. 19.05.130. [Renumbered as AS 19.45.001.]

Sec. 19.05.140. [Renumbered as AS 19.45.002.]

Chapter 10. State Highway System.

Article

1. Designation, Marking, and Use (§§ 19.10.010 — 19.10.100)
2. Planning (§§ 19.10.110 — 19.10.160)



Alaska State Legislature

Please enter into the record my testimony to the Transportation
 committee on HB 12 AK RR, dated Feb 2, 1999
 committee name
 bill/ subject

For those of you considering this bill please allow this letter / statement to represent the interest and desire of the residents of the Delta Region to encourage the expansion of the Alaska Railroad in an effort expand the opportunities for Alaskans and further ratify the NAFTA Agreement. This action would open Alaska to unprecedented growth and bring us closer to our member nation. It would allow citizens of the "Lower 48" to enjoy a part of their country they may never have seen before due to the increased accessibility a rail line would offer. Our community is at the juncture of two of Alaska's major highways (The Alcan and the Richardson) and the base of the Alaska Range. The natural beauty and vastness of the area is unique, one we would like to share with other Alaskans and visitors. The railroad offers an environmental friendly alternative to the growth Alaska will experience. It promotes responsible development of the area and has the potential to impact every aspect of life in Alaska, positively. Successful development of Alaska's resources can only be achieved with an investment in her infrastructure, this type of infrastructure. This rail corridor is needed to open a "Gateway to the Interior" to support the new "Gold Rush" and other natural resource industries as well as providing opportunities for our Canadian neighbors. Give Alaskans the opportunity to compete in a world market. Build this line.

Signed:

Seward Pappas Green
 Testifier
Dir. Econ. Develop. City of Delta, AK
 Representing (Optional)
P.O. Box 229, Delta, T.F. AK 99737
 Address
(907) 895-1081
 Phone No.

Post-It® Fax Note	7871	Date	9/11/98	# of pages	3
To	Barbara Cotting	From	W. Bennett		
Co./Dept.		Co.	DOT		
Phone #	1	Phone #	451-5426		
Fax #	488-4271	Fax #			

TONY KNOWLES, GOVERNOR

C FACILITIES

2301 PEGER ROAD, MAIL STOP 2553
 FAIRBANKS, ALASKA 99709-6399
 PHONE: (907) 451-6400
 TDD: (907) 451-2363
 1-800-475-2464

NORTHERN REGION, RIGHT OF WAY

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.

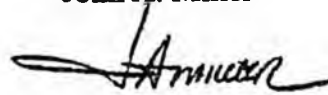
Mr. Swanson then requested a current estimate of the cost to acquire the right of way necessary for the project. In 1982, we estimated the acquisition cost to be approximately 3.2 million dollars. We commented to Mr. Swanson that given the large number of land conveyances that had taken place between 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.

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

57 3XX

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

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

TOTAL RIGHT OF WAY ACQUISITION 6,253,000

Relocation Benefits					
345	Relocation Services Costs				<u>10,000</u>
			pmnts		
383-384	rhp - owners				
383-384	rhp - tenants				
385	residential moving				
381	businesses				
387	last resort				<u>100,000</u> ³

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 reworking. 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 & Appraisals, \$205,000 For Staff and

Johnson Review. 2. \$2,851,230 is for acquisition of land and improvements & \$1,648,770 is for possible

administrative/underwriting settlements.

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

*Salaries include:
40% ICAP + 5% CCAF

Updated 5/31/95/afh

ROW Cost Estimate
State Highway

FILE: ADL

402805

DOM MINING
CASE FILE ABSTRACT

PAGE: 1

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

CASE TYPE: PUBLIC EASEMENT

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 D&C 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.

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

RECEIVER:	Barbara Cotting
LOCATION:	Rep. James' Office
FAX #	488-4271

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

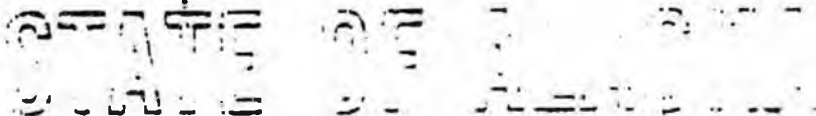
NUMBER OF PAGES: 0 PLUS TRANSMITTAL PAGE

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.



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: SUNEAU

TELECOPIER NUMBER: 465-2381

TOTAL NUMBER OF PAGES: 4 INCLUDING THIS COVER LETTER

DATE: 1/29/99

TIME: AM

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.

Per 11 AAC 05.010(a)(16)(I), the total charge for sending this fax is: _____

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

MEMORANDUM

Department of Natural Resources

State of Alaska

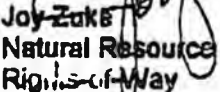
Division of Land

TO: File

DATE: April 23, 1986

FILE NO: ADL 402805

TELEPHONE NO.: 451-2700

FROM: 
Joy Zuk
Natural Resource Officer
Rights-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 [X] was not deemed necessary.

Comments: No construction took place.

2. Site evaluation [] was [X] was not conducted. If conducted, explain results.

Comments: _____

3. All fees [] were [x] were not paid.

Comments: This governmental agency is exempt from fees.

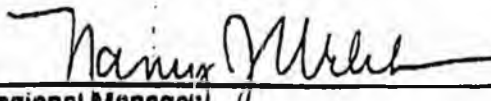
4. The property [] does [X] does not contain improvements.

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:


Regional Manager

5-4-96
Date

BE
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

FROM: John F. Bennett, P.L.S.
Right of Way Engineering Supervisor
Northern Region

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

RECEIVED
FEB 22 1996
Division of Land
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 improvement; 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 satisfaction of the Director.

RECEIVED

DEC 23 1982

DIV. OF NAT. 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)

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

FISCAL NOTE

STATE OF ALASKA
1999 LEGISLATIVE SESSION

BILL NO. SS HB 12

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

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FISCAL NOTE

STATE OF ALASKA
1999 LEGISLATIVE SESSION

BILL NO. SSHB12

Revision Date: _____ Dept Affected: Natural Resources
 Title: RAILROAD EASEMENT TO BRU: Land Development
ALASKA-CANADA BORDER Component: Land Development
 Sponsor: JAMES, Theriault, Dyson
 Requestor: H TRA Component Serial No. 431

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 code)	0.0	0.0	0.0	0.0	0.0	0.0

FUND SOURCE (Thousands of Dollars)

FUND SOURCE	FY2000	FY2001	FY2002	FY2003	FY2004	FY2005
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: Richard A. LeFebvre, Acting Director Phone: 907-269-8503
 Division: Land Date: 1-Feb-99
 Approved by Commissioner: [Signature] Date: 2-1-99
 Agency: Natural Resources

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