

**ALASKA LEGISLATURE**

**2131**

**HOUSE and SENATE FINANCE COMMITTEE FILES, 1999 - 2000**

**SB**

**229**

**SFIN**

**FILE**

# SENATE FINANCE COMMITTEE REPORT

DATE: 1/28/00

2/15/00

FURTHER:

Date of 5-Day Notice: \_\_\_\_\_  
(in accordance with Uniform Rule 23)

DATE TURNED  
IN TO OFFICE: 15 Feb 00

Finance Committee considered

SENATE BILL NO. 229

REGULATORY COMM. OF ALASKA/ AOGCC

and recommends:

- be replaced with \_\_\_\_\_ CS
- adopt previous \_\_\_\_\_ CS
- attached amendment(s)
- adopt Letter of Intent by \_\_\_\_\_
- further referral to the \_\_\_\_\_

Forthcoming  
CS

- Senate Bill:
  - same title
  - new title
- House Bill:
  - same title
  - technical title
  - new: SCR# \_\_\_\_\_

SIGNING DO PASS	DP	OTHER RECOMMENDATIONS	NR	DNP	AM
[Signature]	✓				
[Signature]	✓				
[Signature]	✓				
Co-Chair: <i>[Signature]</i>	✓	Co-Chair:			
Co-Chair: <i>[Signature]</i>	✓	Co-Chair:			

**NEW FISCAL NOTE(S):**

Department                      Date      Zero      Fiscal

DCED	2/1/00	✓	

**PREVIOUS FISCAL NOTE(S):\***

Department                      Date      Zero      Fiscal


APPROPRIATION -- no fiscal note

\*include fiscal notes accompanying Governor's bill

# FISCAL NOTE

S: 2/15/00

**STATE OF ALASKA**  
**2000 LEGISLATIVE SESSION**

**BILL NO. SB 229**

Revision Date/12/8/00 8:43 AM	Dept. Affected	DCED
Title	BRU	RCA
	Component	RCA
Sponsor	Senator Pearce	
Requester	Senate Finance	Component No. 2417

**Expenditures/Revenues** (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006
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 (Moving Costs)	0.0	0.0	0.0	0.0	0.0	0.0
<b>TOTAL OPERATING</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>CAPITAL EXPENDITURES</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>CHANGE IN REVENUES ( )</b>						

**FUND SOURCE** (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Regulatory Cost Charge)	0.0	0.0	0.0	0.0	0.0	0.0
<b>TOTAL</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Estimate of any current year (FY2000) cost: 0.0

**POSITIONS**

Full-time						
Part-time						
Temporary						

**ANALYSIS:** (Attach a separate page if necessary)  
 HB 229 is not expected to cause any increase to the agency's FY01 budget.

Prepared by: <u>G. Nanette Thompson</u>	Phone: <u>276-6222</u>
Division: <u>Chair, RCA</u>	Date/Time: <u>2/8/00 8:43 AM</u>
Approved by: <u>Commissioner Deborah B. Sedwick</u>	Date: <u>2/8/00 8:43 AM</u>
Agency: <u>Community &amp; Economic Development</u>	

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SENATE FINANCE  
COMMITTEE  
Amendment Number: # 1  
Bill Number: SB 229  
Sponsor: Torgerson Date: 2/15/00  
Logged In By: Jamie

AMENDMENT

OFFERED IN THE SENATE  
TO: SB 229

BY SENATOR TORGERSON

- 1 Page 1, line 12 following "judges,":
- 2 Insert "arbitrators, mediators,"

SENATE FINANCE COMMITTEE  
2000 COMMITTEE ACTION

Bill Number	SB 229
Amendment	#1
Motion	Parnell
<u>Motion by</u>	
Objection	No
<u>Objection by</u>	
Removed	
<u>Second Objection by</u>	
<u>Committee Member</u>	<u>Vote</u>
Senator Dave Donley	
Senator Loren Leman	
Senator Al Adams	
Senator Gary Wilken	
Senator Pete Kelly	
Senator Lyda Green	
Senator Randy Phillips	
Co-Chair Sean Parnell	
Co-Chair John Torgerson	
<u>Tally</u>	
Yea	0
Nay	0
Absent	0
<u>MOTION</u>	Adopted

Finalized on

Approved by

# State of Alaska Class Specifications

**Created By:** Rachel Wilson on 08/20/97 at 01:27 PM

**Category:** Professional

**Class Title:** Hearing Officer

**Class Code:** P1925

**Class Range:** 21

**Original Date:**

11/16/85

**Original Comments:**

ORIGINAL

**Subsequent Revision Dates/Comments:**

**Last Update:**

08/16/90

**Last Update Comments:**

Title change and  
broadened class concept  
(KKG).

## Definition:

Under administrative direction, independently performs investigations of alleged violations of State statutes and/or regulations; conducts hearings, regarding complaints, petitions, or alleged violation; and issues determinations.

## Distinguishing Characteristics:

This class is distinguished from other hearing officer related classes which review decisions or actions taken by other employees within the same organization, relating to a particular program or service. This class is characterized by the variety of appeals and has responsibility for reviewing and rendering decisions on actions taken by personnel in all State agencies and/or outside State government, but within their jurisdiction.

## Examples of Duties:

Presides over appeal hearings and maintains record of the hearings; administers oaths; receives and marks documentary evidence; maintains order; issues subpoenas; rules on admissibility of evidence; examines witnesses; determines use of past hearing briefs or arguments; determines closing of the record.

Schedules hearings; determines scope of the hearing; arranges pre-hearing conference, if necessary; may mediate between parties to attempt resolution of issues.

Investigates alleged violations and claims regarding state statutes and/or regulations; reviews points on appeal; contacts affected parties; evaluates record and makes recommendations whether to accept the filing for hearing or to reject the filing for lack of merit or procedural deficiencies.

Drafts letter to affected parties setting out the reasons for the action to be taken.

Receives and evaluates all sworn testimony and documentary evidence and prepares a written decision based on the facts as they relate to statutes and regulations governing the areas in dispute.

Determines applications of laws and regulations; makes administrative decisions such as evidentiary rulings, and preliminary motions.

Recommends changes in policies and practices to minimize future financial or legal jeopardy to State.

Prepares the "record on appeal" if the Hearing Officer's decision is appealed to the courts.

Performs related work as assigned.

### **Knowledge, Skills and Abilities:**

Thorough knowledge of statutes and regulations pertaining to various State appeal processes and procedures.

Thorough knowledge of the rules of evidence, legal terminology, administrative or quasi-judicial hearing procedures.

Ability to evaluate, interpret and apply complex laws, rules and regulations.

Ability to interview individuals to obtain factual information, analyze evidence, and draw logical conclusions.

Ability to conduct quasi-judicial hearings.

Ability to communicate effectively, both orally and in writing, in a clear and concise manner.

### **Minimum Qualifications:**

One year of experience presiding over adversarial hearings and writing decisions which are directly appealable to superior court or to a court of competent jurisdiction.

OR

Five years of experience in a professional adversarial role involving complex legal or contractual matters and authoring hearing memoranda or briefs. Experience must include extensive advocacy before a neutral third party.

OR

Graduation from an accredited law school and one year of professional experience in administrative or regulatory law.

## **Required Job Qualifications:**

The special note is to be used to explain any additional information an applicant might need in order to understand or answer questions about the minimum qualifications.

**Special Note:**

### **Minimum Qualification Questions:**

Do you have one year of experience presiding over adversarial hearings and writing decisions which are directly appealable to superior court or to a court of competent jurisdiction?

### **Or Substitution:**

Do you have five years of experience in a professional adversarial role involving complex legal or contractual matters and authoring hearing memoranda or briefs, including extensive advocacy before a neutral third party?

### **Or Substitution:**

Did you graduate from an accredited law school?

**AND**

Do you have one year of professional experience in administrative or regulatory law?

Finalized on

Approved by

## State of Alaska Class Specifications

**Created By:** Adrienne Snow on 10/21/97 at 10:57 AM

**Category:** Professional

**Class Title:** Hearing Examiner

**Class Code:** P2380

**Class Range:** 24

**Original Date:**  
10/16/74

**Original Comments:**  
ORIGINAL

**Subsequent Revision Dates/Comments:**

**Last Update:**  
09/16/77

**Last Update Comments:**  
Revised Def. and MQs.

### Definition:

Under general direction, conducts hearings and prepares proposed decisions on formal proceedings related to the substantive rights and obligations of persons, including corporations, subject to the provisions of the laws administered by the agency.

### Distinguishing Characteristics:

#### Examples of Duties:

Presides over formal hearings and processes complex ex parte matters on complaints or applications filed with the agency or investigations instituted for the agency.

Instructs parties as to their rights.

Issues subpoenas, administers oaths, examines witnesses and receives documentary evidence.

Hears arguments, directs or permits the filing of briefs and makes ruling prior to submission of assigned matters.

Consults with agency staff members on technical subjects.

Analyzes pleadings in preparation for hearings and determines the need for, and holds

pre-hearing conferences; analyzes and evaluates facts and pertinent laws, and exercises independent judgment in preparation and issuance of reports and findings.

Prepares and recommends drafts of opinions, decisions, orders and recommendations for consideration by the agency.

Advises agency officials on needed changes in hearing procedures and rules.

Performs other related duties.

## **Knowledge, Skills and Abilities:**

Dependent on the agency to which assigned:

Knowledge of laws governing the agency and law administered by it, and the judicial interpretation of such laws; rules and regulations of the agency; the conduct of formal hearings and proceedings; rules of evidence and procedure before the hearing body; administrative and constitutional law applicable to the agency; basic principles of organization, structure and classification; valuation of industry operating properties, and rate fixing procedures.

Ability to conduct proceedings or formal administrative hearings involving controversial issues; do the research on problems which arise in connection with hearings; analyze a variety of controversial problems in the light of applicable principles and precedents and exercise independent judgment in arriving at findings of fact and conclusions of law; make accurate summaries of evidence and prepare examiners' reports, opinions, and findings; present written statements of fact, law, and argument clearly and logically; conduct fair and impartial hearings; analyze situations accurately and effectively.

## **Minimum Qualifications:**

Graduation from a law school approved by the American Bar Association.

AND

Two years of legal or quasi-judicial experience.

## **Required Job Qualifications:**

The special note is to be used to explain any additional information an applicant might need in order to understand or answer questions about the minimum qualifications.

**Special Note:**

### **Minimum Qualification Questions:**

Have you graduated from a law school approved by the American Bar Association?

AND

Do you have two years of legal or quasi-judicial experience?

## Repealed Section 27

**\* Sec. 25. REPORT CONCERNING RESTRUCTURING OF THE ALASKA OIL AND GAS CONSERVATION COMMISSION AND THE REGULATORY COMMISSION OF ALASKA.** The Legislative Budget and Audit Committee shall prepare a report considering the functions of the Regulatory Commission of Alaska and the Alaska Oil and Gas Conservation Commission. The report must address whether it is in the best interest of the state to merge the Regulatory Commission of Alaska and the Alaska Oil and Gas Conservation Commission into a single commission and whether it is in the state's best interest to restructure the functions of the two commissions. The report shall be delivered to the governor and the legislature by the first day of the second session of the Twenty-First Alaska State Legislature.

**\* Sec. 26. MANAGEMENT INFORMATION SYSTEM.** The Regulatory Commission of Alaska shall develop its management information system and make the system accessible to the general public through the Internet for the purpose of tracking, scheduling, and managing all dockets within the commission.

**\* Sec. 27. LOCATION OF THE ALASKA OIL AND GAS CONSERVATION COMMISSION. (a)** The principal office of the Alaska Oil and Gas Conservation Commission shall move to the same location as the principal office of the Regulatory Commission of Alaska as soon as feasible, but in any case, no later than July 1, 2000.

(b) As soon as the Alaska Oil and Gas Conservation Commission moves to the same location as the Regulatory Commission of Alaska, the two commissions shall share record keeping facilities and clerical staff.

**\* Sec. 28. TERMS AND INITIAL APPOINTMENTS. (a)** Notwithstanding AS 42.05.030, the terms of members of the Alaska Public Utilities Commission expire at the close of business on June 30, 1999.

Finalized on

Approved by

# State of Alaska Class Specifications

**Created By:** Rachel Wilson on 08/20/97 at 01:27 PM

**Category:** Professional

**Class Title:** Hearing Officer

**Class Code:** P1925

**Class Range:** 21

**Original Date:**

11/16/85

**Original Comments:**

ORIGINAL

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**Last Update:**

08/16/90

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broadened class concept  
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## Distinguishing Characteristics:

This class is distinguished from other hearing officer related classes which review decisions or actions taken by other employees within the same organization, relating to a particular program or service. This class is characterized by the variety of appeals and has responsibility for reviewing and rendering decisions on actions taken by personnel in all State agencies and/or outside State government, but within their jurisdiction.

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Drafts letter to affected parties setting out the reasons for the action to be taken.

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Ability to conduct quasi-judicial hearings.

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### **Minimum Qualifications:**

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OR

Five years of experience in a professional adversarial role involving complex legal or contractual matters and authoring hearing memoranda or briefs. Experience must include extensive advocacy before a neutral third party.

OR

Graduation from an accredited law school and one year of professional experience in administrative or regulatory law.

## **Required Job Qualifications:**

The special note is to be used to explain any additional information an applicant might need in order to understand or answer questions about the minimum qualifications.

**Special Note:**

### **Minimum Qualification Questions:**

Do you have one year of experience presiding over adversarial hearings and writing decisions which are directly appealable to superior court or to a court of competent jurisdiction?

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Do you have five years of experience in a professional adversarial role involving complex legal or contractual matters and authoring hearing memoranda or briefs, including extensive advocacy before a neutral third party?

### **Or Substitution:**

Did you graduate from an accredited law school?

**AND**

Do you have one year of professional experience in administrative or regulatory law?

Finalized on

Approved by

## State of Alaska Class Specifications

**Created By:** Adrienne Snow on 10/21/97 at 10:57 AM

**Category:** Professional

**Class Title:** Hearing Examiner

**Class Code:** P2380

**Class Range:** 24

**Original Date:**  
10/16/74

**Original Comments:**  
ORIGINAL

**Subsequent Revision Dates/Comments:**

**Last Update:**  
09/16/77

**Last Update Comments:**  
Revised Def. and MQs.

### **Definition:**

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Prepares and recommends drafts of opinions, decisions, orders and recommendations for consideration by the agency.

Advises agency officials on needed changes in hearing procedures and rules.

Performs other related duties.

## **Knowledge, Skills and Abilities:**

Dependent on the agency to which assigned:

Knowledge of laws governing the agency and law administered by it, and the judicial interpretation of such laws; rules and regulations of the agency; the conduct of formal hearings and proceedings; rules of evidence and procedure before the hearing body; administrative and constitutional law applicable to the agency; basic principles of organization, structure and classification; valuation of industry operating properties, and rate fixing procedures.

Ability to conduct proceedings or formal administrative hearings involving controversial issues; do the research on problems which arise in connection with hearings; analyze a variety of controversial problems in the light of applicable principles and precedents and exercise independent judgment in arriving at findings of fact and conclusions of law; make accurate summaries of evidence and prepare examiners' reports, opinions, and findings; present written statements of fact, law, and argument clearly and logically; conduct fair and impartial hearings; analyze situations accurately and effectively.

## **Minimum Qualifications:**

Graduation from a law school approved by the American Bar Association.

AND

Two years of legal or quasi-judicial experience.

## **Required Job Qualifications:**

The special note is to be used to explain any additional information an applicant might need in order to understand or answer questions about the minimum qualifications.

**Special Note:**

### **Minimum Qualification Questions:**

Have you graduated from a law school approved by the American Bar Association?

AND

Do you have two years of legal or quasi-judicial experience?

## Repealed Section 27

**\* Sec. 25. REPORT CONCERNING RESTRUCTURING OF THE ALASKA OIL AND GAS CONSERVATION COMMISSION AND THE REGULATORY COMMISSION OF ALASKA.** The Legislative Budget and Audit Committee shall prepare a report considering the functions of the Regulatory Commission of Alaska and the Alaska Oil and Gas Conservation Commission. The report must address whether it is in the best interest of the state to merge the Regulatory Commission of Alaska and the Alaska Oil and Gas Conservation Commission into a single commission and whether it is in the state's best interest to restructure the functions of the two commissions. The report shall be delivered to the governor and the legislature by the first day of the second session of the Twenty-First Alaska State Legislature.

**\* Sec. 26. MANAGEMENT INFORMATION SYSTEM.** The Regulatory Commission of Alaska shall develop its management information system and make the system accessible to the general public through the Internet for the purpose of tracking, scheduling, and managing all dockets within the commission.

**\* Sec. 27. LOCATION OF THE ALASKA OIL AND GAS CONSERVATION COMMISSION.** (a) The principal office of the Alaska Oil and Gas Conservation Commission shall move to the same location as the principal office of the Regulatory Commission of Alaska as soon as feasible, but in any case, no later than July 1, 2000.

(b) As soon as the Alaska Oil and Gas Conservation Commission moves to the same location as the Regulatory Commission of Alaska, the two commissions shall share record keeping facilities and clerical staff.

**\* Sec. 28. TERMS AND INITIAL APPOINTMENTS.** (a) Notwithstanding AS 42.05.030, the terms of members of the Alaska Public Utilities Commission expire at the close of business on June 30, 1999.



# Teleconference Participants

TCN: 10379

## Participant Lists

View List for

ALL

Both

Go >>>

Close Window

## Participants

Unidentified Testifiers: 0

Unidentified Observers: 0

### ANCHORAGE (ANC)

1

Name: Ms. Nan Thompson

Phone:

Address:

Affiliation: RCA

City /St /Zip:

Type: Testifier *ex*

Bill: SB 229: REGULATORY COMM. OF ALASKA/ AOGCC

2

Name: Ms. Cammy Dechsli Ans ?s

Phone:

Address:

Affiliation: AOGCC

City /St /Zip:

Type: Observer *ex*

Bill: SB 229: REGULATORY COMM. OF ALASKA/ AOGCC

**SB**

**235**

**SFIN**

**FILE**

# SENATE FINANCE COMMITTEE REPORT

DATE: 4/6/00

FURTHER:

REPORTED OUT OF  
SFC 4/11/00

DATE TURNED  
IN TO OFFICE: 4/11/00

Finance Committee considered

SENATE BILL NO. 235

APPROVING TRANSFER OF RAILROAD LAND

and recommends:

- be replaced with \_\_\_\_\_ CS SB 235 (Fin)
- adopt previous \_\_\_\_\_ (\_\_\_\_\_)
- attached amendment(s) CS Fort Morris
- adopt Letter of Intent by \_\_\_\_\_
- further referral to the \_\_\_\_\_ Committee

Senate Bill:

- same title
  - new title
- House Bill:
- same title
  - technical title
  - new: SCR# \_\_\_\_\_

SIGNING DO PASS	DP	OTHER RECOMMENDATIONS	NR	DNP	AM
<i>L. D. Green</i>	<input checked="" type="checkbox"/>	<i>Ball &amp; Ball</i>	<input checked="" type="checkbox"/>		
<i>John Kelly</i>	<input checked="" type="checkbox"/>	<i>Carroll</i>	<input checked="" type="checkbox"/>		
<i>Brian D. Quinn</i>	<input checked="" type="checkbox"/>				
<i>Ed Clark</i>	<input checked="" type="checkbox"/>				
<i>Gary White</i>	<input checked="" type="checkbox"/>				
Co-Chair: <i>A. Ferguson</i>	<input checked="" type="checkbox"/>	Co-Chair:			
Co-Chair: <i>Sean Connell</i>	<input checked="" type="checkbox"/>	Co-Chair:			

**NEW FISCAL NOTE(S):**

Department                      Date      Zero      Fiscal


**PREVIOUS FISCAL NOTE(S):\***

Department                      Date      Zero      Fiscal

<i>All Railroad</i>	<i>2/14/00</i>	<input checked="" type="checkbox"/>	

APPROPRIATION -- no fiscal note

\*include fiscal notes accompanying Governor's bill

REPORTED OUT OF  
SFC 4/1/00

# FISCAL NOTE

No. L  
Bill Version: CS SB 235 (TRA)  
(S) Publish Date: 3/3/00

STATE OF ALASKA  
2000 LEGISLATIVE SESSION

Revision Date/Time (Note if correction) \_\_\_\_\_ Dept. Affected \_\_\_\_\_  
Title Track Realignment BRU \_\_\_\_\_  
Component \_\_\_\_\_  
Sponsor Senator Loren Loman  
Requester ARRC Component No. \_\_\_\_\_

### Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
<b>TOTAL OPERATING</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

CAPITAL EXPENDITURES						
----------------------	--	--	--	--	--	--

CHANGE IN REVENUES ( )						
------------------------	--	--	--	--	--	--

### FUND SOURCE (Thousands of Dollars)

FUND SOURCE	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006
1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type)						
<b>TOTAL</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Estimate of any current year (FY2000) cost: \_\_\_\_\_

### POSITIONS

Full-time						
Part-time						
Temporary						

### ANALYSIS: (Attach a separate page if necessary)

CSSB 235 will create no fiscal impact to the state's general fund or to the Alaska Railroad Corporation (ARRC). The ARRC will convey the Corporation's entire interest in certain lands in exchange for equivalent valued land with Elmendorf Air Force Base, Fort Richardson, Eklutna, Inc. and other entities. No funds will be exchanged between the parties in this land trade legislation.

Prepared by: Wendy Lindskoog Phone 265-2468  
Division \_\_\_\_\_ Date/Time 2/11/00 6:35 PM  
Approved by Commissioner [Signature] Date 2/14/00  
Agency \_\_\_\_\_

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1-LS1282AS  
Utermohle  
4/8/00

CS FOR SENATE BILL NO. 235( )  
IN THE LEGISLATURE OF THE STATE OF ALASKA  
TWENTY-FIRST LEGISLATURE - SECOND SESSION

BY

Offered:  
Referred:

Sponsor(s): SENATORS LEMAN, Wilken, Taylor

A BILL

FOR AN ACT ENTITLED

1 "An Act authorizing the exchange of land between the Alaska Railroad  
2 Corporation and Eklutna, Inc., between the Alaska Railroad Corporation and the  
3 United States Department of the Army and the United States Department of the  
4 Air Force, between the Alaska Railroad Corporation and Chugach Alaska  
5 Corporation, and between the Alaska Railroad Corporation and the Municipality  
6 of Anchorage; authorizing the transfer of land between Alaska Railroad mileposts  
7 133 and 134 from the Alaska Railroad Corporation to certain named individuals;  
8 relating to transfers of public land or grants or conveyances of interest in public  
9 land among the Alaska Railroad Corporation, the Department of Transportation  
10 and Public Facilities, and the Department of Natural Resources to relocate or  
11 widen the Seward Highway, to relocate railrcad facilities, and to relocate adjacent  
12 utility facilities from Potter Station to Girdwood; and providing for an effective

1 date."

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

3 Article 1. Land Exchanges Between Alaska Railroad  
4 Corporation and Eklutna, Inc., Department of Army and  
5 Department of Air Force, Chugach Alaska Corporation, and  
6 Municipality of Anchorage; Transfer of Land to Certain Individuals.

7 \* Section 1. The uncodified law of the State of Alaska is amended by adding a new  
8 section to read:

9 APPROVAL OF THE TRANSFER OF REAL PROPERTY TO EKLUTNA, INC. (a)

10 The Alaska Railroad Corporation is authorized to convey the corporation's entire interest in  
11 approximately 384 acres of rail land within Tract 39 of Dependent Resurvey of Rectangular  
12 Survey of Township 15 North, Range 2 West, Seward Meridian, officially filed November 10,  
13 1992, to Eklutna, Inc., in exchange for the conveyance to the corporation by Eklutna, Inc., of  
14 approximately 65 acres of land adjacent to the railroad utility corridor at railroad mileposts  
15 129, 130, 133, 140, 142, 146, and 151 and sufficient additional acreage east of Birchwood  
16 Airport and adjacent to the railroad between miles 134.5 and 136.3 to equalize the value of  
17 lands exchanged.

18 (b) The conveyances described in this section are made for the purpose of realignment  
19 of railroad track to improve operating efficiency and enhance safety.

20 (c) The land conveyed by Eklutna, Inc. to the Alaska Railroad Corporation shall be  
21 held and managed by the corporation in accordance with AS 42.40.

22 (d) This section constitutes legislative approval under AS 42.40.285(1) for the Alaska  
23 Railroad Corporation to convey its entire interest in the land described in (a) of this section.

24 \* Sec. 2. The uncodified law of the State of Alaska is amended by adding a new section  
25 to read:

26 APPROVAL OF THE TRANSFER OF REAL PROPERTY TO THE UNITED  
27 STATES DEPARTMENT OF THE ARMY AND THE UNITED STATES DEPARTMENT  
28 OF THE AIR FORCE. (a) The Alaska Railroad Corporation is authorized to convey the  
29 corporation's entire interest in approximately 229 acres of railroad utility corridor between  
30 railroad mileposts 118 and 127.5, within Township 13 North, Range 3 West, Seward Meridian,

1 Township 14 North, Range 3 West, Seward Meridian, and Township 14 North, Range 2 West,  
2 Seward Meridian to the United States Department of the Army and the United States  
3 Department of the Air Force in exchange for the conveyance of approximately 227 acres of  
4 land in the same vicinity to the corporation by the United States.

5 (b) The conveyances described in this section are made for the purpose of realignment  
6 of railroad track to improve operating efficiency and enhance safety.

7 (c) The land conveyed by the United States to the Alaska Railroad Corporation shall  
8 be held and managed by the corporation in accordance with AS 42.40.

9 (d) This section constitutes legislative approval under AS 42.40.285(1) for the Alaska  
10 Railroad Corporation to convey its entire interest in the land described in (a) of this section.

11 \* Sec. 3. The uncodified law of the State of Alaska is amended by adding a new section  
12 to read:

13 APPROVAL OF THE TRANSFER OF REAL PROPERTY TO CHUGACH ALASKA  
14 CORPORATION. (a) Contingent upon the conveyance to the Alaska Railroad Corporation  
15 by the Chugach Alaska Corporation of an equivalent interest in real property onto which the  
16 railroad utility corridor may be relocated, the Alaska Railroad Corporation is authorized to  
17 convey the corporation's entire interest in approximately 6.4 acres of railroad utility corridor  
18 between railroad mileposts 14 and 15, within Township 2 North, Range 1 East, Sections 6 and  
19 7, Seward Meridian, to the Chugach Alaska Corporation.

20 (b) The conveyances described in this section are made for the purpose of realignment  
21 of the railroad to allow relocation of the Seward Highway by the Department of  
22 Transportation and Public Facilities to improve highway operations and enhance safety.

23 (c) Land conveyed by the Chugach Alaska Corporation to the Alaska Railroad  
24 Corporation shall be held and managed by the Alaska Railroad Corporation in accordance with  
25 AS 42.40.

26 (d) This section constitutes legislative approval under AS 42.40.285(1) for the Alaska  
27 Railroad Corporation to convey its entire interest in the land described in (a) of this section.

28 \* Sec. 4. The uncodified law of the State of Alaska is amended by adding a new section  
29 to read:

30 APPROVAL OF THE TRANSFER OF CERTAIN REAL PROPERTY WITHIN THE  
31 MUNICIPALITY OF ANCHORAGE. (a) Contingent upon the approval of the conveyance

1 of affected municipal park land by the voters of the Municipality of Anchorage, the Alaska  
2 Railroad Corporation is authorized to convey the corporation's entire interest in

3 (1) approximately 4.5 acres of railroad utility corridor between railroad  
4 mileposts 133 and 134, within Township 15 North, Range 2 West, Sections 13 and 24, Seward  
5 Meridian, to the Municipality of Anchorage in exchange for the conveyance of approximately  
6 13.6 acres of land in the same vicinity to the corporation by the Municipality of Anchorage;

7 (2) approximately 5.1 acres of railroad utility corridor between railroad  
8 mileposts 133 and 134, within Township 15 North, Range 2 West, Sections 13 and 24, Seward  
9 Meridian, to Richard and Carol Drebert, Harry and Simone Thomson, and Richard Moore or  
10 their personal representatives, successors, or assigns; each to receive that portion of the  
11 railroad utility corridor immediately adjacent to their respective parcels of land.

12 (b) The conveyances described in this section are made for the purpose of realignment  
13 of railroad track to improve operating efficiency and enhance safety.

14 (c) The land conveyed by the Municipality of Anchorage to the Alaska Railroad  
15 Corporation shall be held and managed by the corporation in accordance with AS 42.40.

16 (d) This section constitutes legislative approval under AS 42.40.285(1) for the Alaska  
17 Railroad Corporation to convey its entire interest in the land described in (a) of this section.

18 **Article 2. Potter Station to Girdwood.**

19 \* Sec. 5. The uncodified law of the State of Alaska is amended by adding a new section  
20 to read:

21 **FINDINGS AND POLICY REGARDING CHUGACH STATE PARK.** (a) The  
22 legislature finds that

23 (1) the Seward Highway within the Chugach State Park from Potter Station to  
24 Girdwood is the sole highway link between the Kenai Peninsula and the rest of this state, an  
25 interstate highway on the national highway system, and a national scenic byway;

26 (2) the Seward Highway within the Chugach State Park is affected by  
27 avalanches and other potential operational problems;

28 (3) relocation or widening of the Seward Highway to avoid some of the  
29 operational problems will require relocation of some adjacent railroad and utility facilities; and

30 (4) relocation of railroad facilities within the Chugach State Park will allow  
31 some areas of the railroad track to be straightened.

1 (b) It is the policy of the state that relocation or widening of the Seward Highway or  
2 relocation of railroad facilities within the Chugach State Park is appropriate and may be  
3 accomplished without significantly adversely affecting the purposes for which Chugach State  
4 Park was established.

5 \* Sec. 6. The uncodified law of the State of Alaska is amended by adding a new section  
6 to read:

7 CHUGACH STATE PARK LAND TRANSFERS AND CONVEYANCES. (a)  
8 Notwithstanding AS 41.21.120 - 41.21.125, the commissioner of natural resources may, for  
9 the purpose of relocation or widening of all or portions of the Seward Highway or relocation  
10 of railroad facilities within the Chugach State Park, and upon a finding by the commissioner  
11 that any grant or conveyance for that purpose would not significantly adversely affect the  
12 purposes for which the Chugach State Park was established,

13 (1) grant a highway easement to the Department of Transportation and Public  
14 Facilities;

15 (2) convey a property interest in land to the Alaska Railroad Corporation to  
16 allow relocation of the Alaska Railroad;

17 (3) grant utility easements; and

18 (4) receive land or interests in land in exchange for land or interests in land  
19 granted or conveyed under (1), (2), or (3) of this subsection.

20 (b) A grant or conveyance made under (a) of this section may not exceed the interest  
21 needed to relocate or widen the Seward Highway or relocate railroad facilities within the  
22 Chugach State Park and to construct, repair, and maintain the relocated or widened highway  
23 and the relocated railroad or utility.

24 (c) A property interest conveyed to the Alaska Railroad Corporation under (a)(2) of  
25 this section shall be held and managed by the corporation in accordance with AS 42.40.

26 (d) Land or an interest in land received by the commissioner under (a)(4) of this  
27 section shall be designated as part of Chugach State Park.

28 \* Sec. 7. The uncodified law of the State of Alaska is amended by adding a new section  
29 to read:

30 ALASKA RAILROAD LAND TRANSFERS AND CONVEYANCES.  
31 Notwithstanding AS 42.40.285, the Alaska Railroad Corporation may, for the purpose of the

1 relocation or widening of the Seward Highway or relocation of Alaska Railroad facilities  
2 within the Chugach State Park, and relocation of adjacent utility facilities, transfer land or  
3 convey interests in land in exchange for land or interests in land conveyed to the corporation.

4 \* Sec. 8. The uncodified law of the State of Alaska is amended by adding a new section  
5 to read:

6 IDENTIFICATION OF STATE PARK LAND OR INTERESTS IN LAND BEING  
7 TRANSFERRED OR CONVEYED UNDER SECTIONS 5 - 7 OF THIS ACT. By the first  
8 day of the First Regular Session of the Twenty-Second Alaska State Legislature, or as soon  
9 as possible after that date, the governor shall

10 (1) identify any land being transferred under secs. 5 - 7 of this Act that  
11 requires amendment to statutes describing the Chugach State Park; and

12 (2) submit to the legislature any legislation needed to make those statutory  
13 amendments.

14 \* Sec. 9. This Act takes effect immediately under AS 01.10.070(c).

## Senator Loren Leman

### DIFFERENCES BETWEEN CS SB235 (TRA) (1-LSN1282N) AND CS SB235 ( ) (1-LSN1282S)

Note: Page and line numbers refer to CS SB235 ( ) (1-LSN1282S)

- Page 1, line 8

New language added:

**relating to transfers of public land or grants or conveyances of interest in public land among the Alaska Railroad Corporation, the Department of Transportation and Public Facilities, and the Department of Natural Resources to relocate or widen the Seward Highway, to relocate railroad facilities, and to relocate adjacent utility facilities from Potter Station to Girdwood; and providing for an effective date.**

**Explanation:** this added language allows for the exchanges of property interests between the Alaska Railroad Corporation, the Department of Transportation and Public Facilities, and the Department of Natural Resources for the purpose of relocating or widening the Seward Highway from Potter Station to Girdwood.

- Adds Section 5, page 4, line 19

**Explanation:** section 5 discusses the importance of the Seward Highway as the sole highway link between the Kenai Peninsula and the rest of the state. Certain portions of the highway within the Chugach State Park are affected by avalanches and other potential operational problems, thus making it necessary to relocate and widen the Seward Highway. Certain portions of adjacent railroad and utility facilities must also be relocated making straightened track also possible.

- Adds Section 6, page 5, line 5

**Explanation:** this section gives legislative approval to the Commissioner of the Department of Natural Resources to modify the boundaries of Chugach State Park for the purpose of the relocating or widening of the Seward Highway. The grants and conveyances may not exceed that needed for the widening and relocation project within the Park. The land received by the Commissioner will then be designated as part of Chugach State Park.

- Adds Section 7, page 5, line 28

**Explanation:** this section allows the Alaska Railroad Corporation to exchange land or interests in land for land conveyed to the corporation for the purpose of relocating or widening the Seward Highway or relocating Alaska Railroad facilities within the Chugach State Park.

- Adds Section 8, page 6, line 4

**Explanation:** this section requires that the governor identify any land being transferred under sections 5 – 7 of this Act that necessitates change to current statute dealing with Chugach State Park. It also requires the governor to submit to the legislature the necessary legislation to make those statutory amendments.

- Adds Section 9, page 6, line 14

**Explanation:** this section provides an immediate effective date.

During Session, January - May:  
State Capitol, Room 115  
Juneau, Alaska 99801  
(907) 465-2095  
465-3810 FAX

During Interim, June - December:  
716 W 4th Ave, Suite 520  
Anchorage, Alaska 99501  
(907) 269-0240  
269-0242 FAX

## Senator Loren Leman

### Sponsor Statement for CSSB 235 ( ) (Draft 1-LS1282\S)

CSSB 235 ( ) authorizes the Alaska Railroad Corporation (ARRC) to enter into several land exchange and transfer agreements needed for a track upgrade and realignment project between Anchorage and Wasilla, and a highway project near Seward. It also gives the Commissioner of the Department of Natural Resources (DNR) authority to relocate, manage and modify existing right of ways for the ARRC and highway utilities within the Chugach State Park.

The ARRC wants to improve the safety and efficiency of its operations by upgrading and realigning its track to reduce 70 sharp curves between Anchorage and Wasilla. To accomplish this, ARRC needs legislative approval under AS 42.40.285 to convey the Corporation's interest in selected lands to certain private landowners, and to exchange several parcels of land with the Air Force and Army on Elmendorf and Fort Richardson; Eklutna, Inc.; and the Municipality of Anchorage. The legislation also authorizes a land exchange with the Chugach Alaska Corporation for the Department of Transportation and Public Facilities' highway relocation project near Seward.

Straighter track is inherently safer due to reduced track and equipment wear, consistency in train handling, increased sight distance, and reduced maintenance requirements. Realignment of the track to reduce curvature will decrease the running time between Anchorage and Wasilla from 95 minutes to less than 55 minutes. This makes future rail commuter service between Anchorage and Mat-Su more viable, which could lead to a reduction in traffic growth on the highway. Ultimately, fewer automobiles will reduce the impact on the Glenn and Parks Highways and may lessen some demand for future road maintenance and capital improvements.

The track upgrade and realignment will also reduce train gridlock, create more jobs for Alaskans through additional freight and passenger service, and build a better infrastructure to support future economic development in Alaska. Communities neighboring the Alaska Railroad will benefit from upgrades to vehicle crossings and additional public access amenities designed to enhance safety and access across the tracks. Service to the northern end of the railbelt will be improved.

The proposed track improvements are supported by the Alaska State Chamber of Commerce, Alaska Visitors Association, Resource Development Council, Chugiak-Eagle River Chamber of Commerce, Palmer Chamber of Commerce, Wasilla Chamber of Commerce, Anchorage Economic Development Corporation, Matanuska-Susitna Convention and Visitors Bureau, Anchorage Convention and Visitors Bureau, and the City of Wasilla.

CSSB 235 ( ) also allows the Commissioner of the Department of Natural Resources to modify the boundaries of Chugach State Park to relocate or widen the Seward Highway to reduce avalanche danger and other potential operational problems.

This legislation authorizes the Department of Natural Resources to exchange lands with the Department of Transportation and Public Facilities, the Alaska Railroad and utilities in order to modify, improve, upgrade and enhance easements, as necessary, instead of coming to the legislature for approval for each separate project.

Transfers of Park land would be contingent upon the findings of the Commissioner that the exchanges would not significantly affect the purposes of the Park. The land transfer would be limited to the amount necessary for the relocation. All new lands received in exchange for former parkland would become part of Chugach State Park. This bill will provide for the continued upgrading and increased safety along one of our state's most traveled highways.

**Prepared by Whitney Highland, Office of Senator Loren Leman (465-3723)**  
**Last updated: April 10, 2000**

During Session, January - May:  
State Capitol, Room 115  
Juneau, Alaska 99801  
(907) 465-2095  
465-3810 FAX

During Interim, June - December:  
716 W 4th Ave, Suite 520  
Anchorage, Alaska 99501  
(907) 269-0240  
269-0242 FAX

## Senator Loren Lemman

### Sponsor Statement – CSSB 235 (TRA)

CSSB 235 (TRA) authorizes the Alaska Railroad Corporation (ARRC) to enter into several land exchange and transfer agreements needed for a track upgrade and realignment project.

The ARRC wants to improve safety and efficiency of its operations by upgrading and realigning its track to reduce 70 sharp curves between Anchorage and Wasilla. To accomplish this project, ARRC needs legislative approval under AS 42.40.285 to convey the Corporation's entire interest in selected lands to certain private landowners, and to exchange several parcels of land with the Air Force and Army on Elmendorf and Fort Richardson; Eklutna, Inc.; Chugach Alaska Corporation; and the Municipality of Anchorage. The land exchanges and transfers are necessary for the ARRC's realignment project and the Department of Transportation and Public Facilities' highway relocation project near Seward.

Straighter track is inherently safer due to reduced track and equipment wear, consistency in train handling, increased sight distance, and reduced maintenance requirements.

Realignment of the track to reduce curvature will decrease the running time between Anchorage and Wasilla from 95 minutes to less than 55 minutes. This makes future rail commuter service between Anchorage and Mat-Su more viable, which could lead to a reduction in traffic growth on the highway. Ultimately, fewer automobiles will reduce the impact on the Glenn and Parks Highways and may lessen some demand for future road maintenance and capital improvements.

The track upgrade and realignment will also reduce train gridlock, create more jobs for Alaskans through additional freight and passenger service, and build a better infrastructure to support future economic development in Alaska. Communities neighboring the Alaska Railroad will benefit from upgrades to vehicle crossings and additional public access amenities designed to enhance safety and access across the tracks. Service to the northern end of the railbelt will be improved.

The proposed track improvements are supported by the Alaska State Chamber of Commerce, Alaska Visitors Association, Resource Development Council, Chugiak-Eagle River Chamber of Commerce, Palmer Chamber of Commerce, Wasilla Chamber of Commerce, Anchorage Economic Development Corporation, Matanuska-Susitna Convention and Visitors Bureau, Anchorage Convention and Visitors Bureau, and the City of Wasilla.

Prepared by Whitney Highland, Office of Senator Loren Lemman (465-3723)  
Last updated: March 6, 2000

# ALASKA RAILROAD CORPORATION



Corporate Address: P.O. Box 107500, Anchorage, Alaska 99510  
327 W. Ship Creek Avenue, Anchorage, Alaska 99501

March 21, 2000

The Honorable John Torgerson  
Alaska State Legislature  
Room 516  
State Capitol  
Juneau, AK 99801

Dear Senator Torgerson:

The Alaska Railroad Corporation (ARRC) recognizes the need for a legislative solution on behalf of more than 100 Healy, Alaska families. We are in support of Usibelli Coal Mine's effort to seek legislative approval to create an exception to the ARRC's real estate policies for the Tri-Valley Subdivision land in Healy.

Alaska Statute 42.40 prohibits the ARRC from selling, exchanging, or otherwise conveying its land unless the legislature approves the action. By law, the ARRC can lease land for up to 35 years, but must reserve the unilateral right to terminate any lease with a term in excess of 35 years in the event the land is ever needed for railroad use.

This termination clause is currently affecting some 120 families in the Tri-Valley Subdivision in Healy, Alaska. The longest mortgage most lenders will issue to these families is 20 years due to the termination language. Accepted banking policy precludes lenders' from issuing to sublessees a deed of trust with a maturity date that is within 10 years of the termination date of their sublease. This shorter term makes the borrower's monthly payments much higher and reduces the affordability and saleability of subdivision homes.

Usibelli Coal Mine, who leases the Healy property from the Alaska Railroad and subleases lots to residents, is currently working on an amendment to legislation in both the Senate and House Finance committees. This amendment would authorize the Railroad to lease Tri-Valley Subdivision land for a period in excess of 35 years without reserving the right to terminate the lease.

Again, the ARRC supports Usibelli's goal to attain an exemption from the 35 year lease limit. However, looking at the big picture, the Alaska Railroad would also like to work with the state legislature toward a more comprehensive solution that would allow us address other real estate concerns which arise on occasion.

We believe many of our real estate issues could be solved if the ARRC were given the authority to issue longer term leases. Residents and businesses along the rail belt would be able to qualify for more affordable mortgage rates and would gain more freedom to plan long term.

Along that line, we would like to work with legislators this summer to study issues relating to the ARRC's real estate policies. The goal would be to create legislation for the 2001 session enabling the Alaska Railroad to better address our customer's needs.

As we begin this process, it is important to note that the ARRC is approached periodically by individual leaseholders who would prefer to purchase the railroad land they currently lease. Approximately 50 percent of the Alaska Railroad's net earnings are derived from real estate leases much like other railroad's in the Lower 48. For that reason, selling Railroad land could jeopardize the ARRC's long term ability to remain a self-sustaining state corporation. We trust that this issue will be taken into account when examining the ARRC's real estate policies.

The ARRC has approximately 218 tenants. Our current policy is adequate for most of our tenants but leaves little room for flexibility. Longer lease options combined with other ideas that may surface from the study group could help the Alaska Railroad better serve Alaskans.

Sincerely,



Governor Bill Sheffield  
President and CEO, Alaska Railroad Corporation

## Senator Loren Leman

### CSSB 235 ( ) (Draft 1-LS1282\S) Sectional Analysis

- **Section 1:** Allows the Alaska Railroad Corporation (ARRC) to exchange land with Eklutna, Inc. to realign railroad track to improve operating efficiency and enhance safety.
- **Section 2:** Allows the ARRC to enter into a land exchange with the United States Department of the Army and the Department of the Air Force to realign the railroad track.
- **Section 3:** Allows the ARRC to exchange land with the Chugach Alaska Corporation to realign the railroad to allow relocation of the Seward Highway by the Department of Transportation and Public Facilities to improve highway operations and enhance safety.
- **Section 4:** Allows the ARRC to exchange land with the Municipality of Anchorage and convey land to certain private landowners to realign the railroad track.
- **Section 5:** Discusses the importance of the Seward Highway as the sole highway link between the Kenai Peninsula and the rest of Southcentral Alaska. Certain portions of the highway are affected by avalanches and other potential operational problems, thus making it necessary to relocate and widen the Seward Highway. Portions of adjacent railroad and utility facilities must also be relocated.
- **Section 6:** Gives legislative approval to the Department of Natural Resources to modify the boundaries of Chugach State Park to relocate or widen the Seward Highway.
- **Section 7:** Allows the Alaska Railroad Corporation to exchange land to relocate or widen the Seward Highway or relocate Alaska Railroad facilities within the Chugach State Park.
- **Section 8:** Requires the governor to identify land transferred under sections 5 – 7 of this Act that will require modifications to the statute authorizing Chugach State Park (AS 41.21.120 – 41.21.125). It also requires the governor to submit to the legislature the necessary legislation to make those statutory amendments.
- **Section 9:** Provides an immediate effective date.



**HEADQUARTERS**  
ALASKAN COMMAND (ALCOM)  
ELMENDORF AIR FORCE BASE, ALASKA 99508

July 10, 1998

The Honorable Frank Murkowski  
United States Senate  
SH-322, Hart Senate Office Building  
Washington DC 20510-0202

Dear Senator Murkowski,

Alaska Railroad Corporation and the Alaskan Command have entered into a cooperative relationship to study the Railroad's concept for improving service between Wasilla and the Anchorage rail yard.

We believe this concept may mutually benefit both the Railroad and the Defense installations in the greater Anchorage area. Improving track alignment will allow for the desired decrease in transit times between Wasilla and Anchorage. In addition to improving railroad efficiency, any project will have as a primary goal to increase rail traffic safety measures on Fort Richardson and Elmendorf AFB.

We have established a working group to facilitate the feasibility study effort and address issues of concern raised by the Railroad and the Department of Defense. We look forward to working toward the mutual benefit of all parties.

Sincerely,

Governor Bill Sheffield  
President and Chief Executive Officer  
Alaska Railroad Corporation

David J. McCloud  
Lieutenant General, USAF  
Commander, Alaskan Command

TED STEVENS, ALASKA, CHAIRMAN

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BARBARA BOXER, CALIFORNIA

STEVEN J. CORTESE, STAFF DIRECTOR  
JAMES H. ENGLISH, MINORITY STAFF DIRECTOR

# United States Senate

COMMITTEE ON APPROPRIATIONS  
WASHINGTON, DC 20510-6025

September 18, 1998

Governor Bill Sheffield  
President and Chief Executive Officer  
Alaska Railroad Corporation  
P.O. Box 107500  
Anchorage, AK 99510-7500

WJS	EXECUTIVE OFFICE	PCJ
JBB	RECEIVED	JFA
GLE	OCT 15 1998	JDE
SAB		JWK
RBS		EMR
ACTION   INFO   FILE		CAS

Dear Bill,

I write now in response to the letter signed by yourself and General McCloud regarding rail traffic safety on Fort Richardson and Elmendorf Air Force Base. Despite the untimely loss of our good friend, I am encouraged by the cooperation between the Alaska Railroad and the Alaskan Command and the progress you have made towards addressing this situation. I believe the track straightening will offer significant benefits to both the military and the Anchorage and the Mat-Su Valley communities.

Thank you again for your recent visit and for your help in hosting this summer's crowd from Washington, DC.

With warmest regards,

Cordially,



TED STEVENS



10515 CENTERFIELD DRIVE, SUITE 201  
EAGLE RIVER, ALASKA 99577  
(907) 696-2828 FAX: (907) 696-2848

William J. Sheffield  
Chief Executive Officer  
Alaska Railroad Corporation  
P.O. Box 107500  
Anchorage  
AK 99510

November 22, 1999

Re: Memorandum of Understanding  
— August 4, 1999

Dear Governor Sheffield:

I understand that there are concerns that the anticipated land exchange will accelerate the development of Clunie Lake as a float plane base or will encourage development in conflict with the military mission on Fort Richardson. I wish to clarify the situation for the record.

Eklutna, Inc. has owned the portion of the Powder Reserve adjacent to Fort Richardson since 1993. The Alaska Railroad (ARRC) assured access across the tracks via a grade-separated crossing and agreed to pay for it in the 1987 Settlement Agreement. Nothing in the land exchange anticipated in the 1999 Memorandum of Understanding between the ARRC and Eklutna, Inc. changes either of these two facts.

A float plane base at Lake Clunie was selected by the Department of Transportation and Public Facilities under the provisions of the North Anchorage Land Agreement should that part of Fort Richardson be surplus. Eklutna already owns the southwest shoreline of Lake Clunie. However, the size, configuration, and wetlands of its holdings make it impractical to develop such a facility on Eklutna lands. We have no plans to develop a float plane base there.

Eklutna, Inc. reserves the right to develop its lands in accord with appropriate regulations. We also want to make it clear that we support the continuation of the Fort Richardson Army Base. In the event, however, that military land is surplus, Eklutna, Inc. intends to ensure that it receives the full benefit of the promises made in the North Anchorage Land Agreement.

Very Truly Yours,

George W. Easley  
Chief Executive Officer  
Eklutna, Inc.



HEADQUARTERS  
ALASKAN COMMAND (ALCOM)  
ELMENDORF AIR FORCE BASE, ALASKA 99506

JAN 20 2000

COMALCOM  
9480 Pease Avenue, Suite 101  
Elmendorf AFB AK 99506-2100

JAN 26 2000

The Honorable Loren Leman  
Alaska State Legislature  
Room 115  
State Capitol  
Juneau AK 99801-1182

Dear Senator Leman

In 1998, this command and the Alaska Railroad Corporation entered into a cooperative relationship to study the railroad's concept for track upgrade and realignment between Wasilla and the Anchorage rail yard. It is my understanding that because aspects of this project are dependent on Alaska legislative approval and you have requested assurance from this command that we will continue cooperation on the project.

I believe this concept may mutually benefit both the railroad and the defense installations in the greater Anchorage area. In addition to improving railroad efficiency and safety, the potential exists for the project to increase rail traffic safety on Fort Richardson and Elmendorf AFB and to enhance future infrastructure development by the services.

We have been participating in a working group along with the railroad and the Bureau of Land Management to facilitate the effort and address issues of concern raised by the railroad and the Department of Defense. We will continue to work toward the mutual benefit of all parties.

Sincerely

*Thomas R. Case*

THOMAS R. CASE  
Lieutenant General, USAF  
Commander

cc:  
Rep. Lisa Murkowski  
Gov. William Sheffield  
MG Dean Cash, Cdr, USARAK  
Brig Gen Scott Gration, 3WG/CC

SENT BY: ARMY CORPORATE OFFICE;

SENT BY: ARR SAFETY OFFICE;

RECEIVED: 3/27/00 9:12AM;

03/27/00 MON 10:02 FAX 907 838 2848

MAR-24-2000 FRI 03:53 PM FT RICHARDSON DPW

507 203 2312;

9072852550;

907 808 2848 -> ARR SAFETY OFFICE; Page 3

EKLUTNA, INC.

FAX NO. 8074281188

MAR-27-00 2:03PM;

Mar-27-00 9:37AM;

Page 3/12

Page 3/3

003

P. 02/02



ACTUALLY FOR ATTENTION OF

DEPARTMENT OF THE ARMY

HEADQUARTERS, U.S. ARMY ALASKA  
800 RICHARDSON DRIVE #2000  
FORT RICHARDSON, ALASKA 99507-5000



March 24, 2000

Director of Public Works

George W. Easley  
Eklutna Inc.,  
16515 Centerfield Drive, Suite 201  
Eagle River, AK 99577-9719

Reference: Joint Land Issues

Dear Mr. Easley:

This letter is to confirm our joint commitments made at our March 14, 2000 meeting concerning a potential land swap near Chunie Lake.

Concerning the Alaska Railroad track realignment, both Eklutna, Inc. and U.S. Army Alaska agree with the proposed track realignment siting in the proximity of Chunie Lake. It is our joint intention to have the proposed track realignment in the area of Chunie Lake take place independent of potential real property transactions between Eklutna, Inc. and U.S. Army Alaska, also near Chunie Lake.

Concerning the potential land swap or sale between Eklutna, Inc. and U.S. Army Alaska, we have not reached an agreement. At issue is the equivalent acre-value of the land proposed to be exchanged. With regard to the Army's proposal to purchase Eklutna land, your business plans do not include that option at this time. However, the Army has interest in preserving training land by not allowing development on land near Chunie Lake. Eklutna has interest in a road access to land developments north of the Chunie Lake area. In consideration of those interests, we have jointly agreed to pursue an easement on Army land for road access to the Eklutna development, and an Eklutna easement from the west boundary of the realigned Alaska Railroad track, westward to Chunie Lake.

Furthermore, we have agreed to continue our discussions until such time as we agree upon a land swap or sale and complete the necessary legislation.

Sincerely,

*for Mark C. Nelson*  
Mark C. Nelson  
Colonel, U.S. Army  
Director of Public Works

cc: M. Hayes

3-27-2000  
Agreed  
*M Hayes*

Sent By: ARRS SAFETY OFFICE;

9072852550;

Mar-27-00 9:37AM;

Received: 3/27/00 9:13AM;

907 600 2845 -> ARRS SAFETY OFFICE; Page 2

03/27/00 MON 10:00 FAX 907 300 2845

EKLUTNA, INC.

002



Colonel Mark C. Nelson  
 Director of Public Works  
 Department of the Army  
 600 Richardson Drive #5000  
 Fort Richardson, Alaska 99505

March 27, 2000

Re: Lake Clunie—Exchange of Easements

Dear Col. Nelson:

Thank you for confirming the status of our agreement in your letter of March 24, 2000. Eklutna, Inc. has contracted for a study of the proposed road alignment between Powder Ridge Subdivision and Artillery Road. We will present the recommendations of our contractors for your approval as soon as possible. Thereafter, Eklutna, Inc. will execute the necessary documents and continue toward an exchange of fee interests. Please contact me should you have any questions.

Very Truly Yours,

George W. Easley  
 Chief Executive Officer



Post-It Fax Note 7871		Date 3/29	# of pages ▶
To Mike P. / Senhemm		From Wendy	
Co./Dept.		Co.	
Phone #		Phone # 907-265-2498	
Fax # 465-3810		Fax #	

Honorable Eldon Mulder  
 House of Representatives  
 Alaska State Legislature  
 State Capital (MS 3100)  
 Juneau, AK 99801-1182

VIA FAX 907-465-3519

March 29, 2000

Re: Clunie Lake

Dear Representative Mulder:

This is pursuant to our conversation this date regarding the agreement between the United States Army and Ektutna, Incorporated.

We have collectively agreed to exchange Ektutna, Inc. property just east of Clunie Lake for a right-of-way joining Ektutna, Inc. lands to Artillery Road. During the interim, we agreed to grant easements to one another until federal legislation permits the actual exchange. This is the entire agreement. Ektutna, Inc. also owns land northeast of Clunie Lake which is of interest to the military, but Ektutna, Inc. declined to include this property and the U.S. Army accepted this without objection.

Ektutna, Inc. does not now, nor have they ever expressed a desire to develop any property abutting Clunie Lake. The current agreement will assure that fact, and the U. S. Army is in agreement.

Ektutna, inc. supports the military presence in Alaska and relies on this presence in the continuing development of its lands. To do otherwise would be folly.

Very Truly Yours,

George W. Easley  
 Chief Executive Officer

# **Letters of Support**



# ALASKA VISITORS ASSOCIATION

2525 C Street, Suite 400 • Anchorage, Alaska 99503

Phone: (907) 561-5733 • Fax: (907) 561-5727

E-mail: avanet.org • www.visitalaska.org

1999-2000

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Bill Pedlar

Holland America Line  
Seattle, Washington

1st Vice President

Ann Campbell

Aurora Consulting  
Anchorage, Alaska

2nd Vice President

Justin Ripley

Alaska Tour and Travel  
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Fairbanks, Alaska

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Visitors Bureau

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Alaska Native Heritage Center

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Alaska Travel Adventures

Arne Olsson

Hotel Halsingland

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Phillips Cruises & Tours

Frank Rose

Alaska Lodging Management/  
Denali Bluffs Hotel

Kathy Tarr

Kenai Visitors &  
Convention Bureau

Tom Tougas

Kenai Fjords Tours

Chris von Imhof

Ayaska Resort

Brad Walker

Alaska Airlines

Tina Lindgren

Executive Director

# 99-6

## A RESOLUTION SUPPORTING THE ALASKA RAILROAD'S TRACK UPGRADE AND REALIGNMENT PROJECT

WHEREAS, a straighter track promotes safety due to reduced track and equipment wear, consistency in train handling, increased sight distance, and reduced maintenance requirement – all leading to a reduced frequency of train derailments and lower operating costs; and

WHEREAS, this project includes upgrades to vehicle crossings and additional public access amenities that will enhance safety and access across the Alaska Railroad's track; and

WHEREAS, this project will result in reduced train running time between Anchorage and Wasilla from 95 minutes to 50 minutes making future commuter service viable; and

WHEREAS, reduced transit time between Anchorage and Wasilla means more efficient and cost effective service to the interior of Alaska; and

WHEREAS, reduced transit time between Anchorage and Wasilla means a potential reduction in the number of automobiles on the highway; and

WHEREAS, more efficient rail operations reduces train gridlock, creates more jobs for Alaskans through additional freight and passenger service, and builds a better infrastructure to support future economic development in Alaska; and

WHEREAS, this project enhances the value of ARRC's asset which is owned by the State; and

WHEREAS, to accomplish this project, ARRC will need legislative approval to convey the Corporation's entire interest in certain lands in exchange for equivalent valued land with Elmendorf Air Force Base, Fort Richardson Army Base, Eklutna, Inc. and other entities; and

WHEREAS, no funds will be exchanged between the parties in this land trade agreement.

NOW, THEREFORE BE IT RESOLVED that the Alaska Visitors Association supports the ARRC's efforts to upgrade and realign its track between Anchorage and Wasilla to improve safety and efficiency of the Alaska Railroad Corporation's train operations, to enhance the state-owned transportation asset, and to make future commuter service viable; and

BE IT FURTHER RESOLVED that the Alaska Visitors Association seeks to assist ARRC in obtaining legislative approval to exchange equivalent valued land with neighboring entities in order to accomplish the track realignment project.

*Adopted by the Alaska Visitors Association Board of Directors  
December 10, 1999*



## GREATER PALMER CHAMBER OF COMMERCE

### A resolution supporting the Alaska Railroad's track upgrade and realignment project

Resolution 99-06

**Whereas**, a straighter track promotes safety due to reduced track and equipment wear, consistency in train handling, increased sight distance, and reduced maintenance requirement – all leading to a reduced frequency of train derailments and lower operating costs; and

**Whereas**, this project includes upgrades to vehicle crossings and additional public access amenities that will enhance safety and access across the Alaska Railroad's track; and

**Whereas**, this project will result in reduced train running time between Anchorage and Wasilla from 95 minutes to 50 minutes making future commuter service viable; and

**Whereas**, reduced transit time between Anchorage and Wasilla means more efficient and cost effective service to the interior of Alaska; and

**Whereas**, reduced transit time between Anchorage and Wasilla means a potential reduction in the number of automobiles on the highway; and

**Whereas**, more efficient rail operations reduces train gridlock, creates more jobs for Alaskans through additional freight and passenger service, and builds a better infrastructure to support future economic development in Alaska; and

**Whereas**, this project improves the ARRC's asset which enhances the state's ownership of the railroad; and

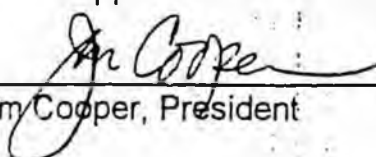
**Whereas**, to accomplish this project, ARRC will need legislative approval to convey the Corporation's entire interest in certain lands in exchange for equivalent valued land with Elmendorf Air Force Base, Fort Richardson Army Base, Eklutna, Inc. and other entities; and

**Whereas**, no funds will be exchanged between the parties in this land trade agreement.

**Now, Therefore Be It Resolved** that the Greater Palmer Chamber of Commerce supports the ARRC's efforts to upgrade and realign its track between Anchorage and Wasilla to improve safety and efficiency of the Alaska Railroad Corporation's train operations, to enhance the state-owned transportation asset, and to make future commuter service viable; and

**Be It Further Resolved** that the Greater Palmer Chamber of Commerce seeks to assist ARRC in obtaining legislative approval to exchange equivalent valued land with neighboring entities in order to accomplish the track realignment project.

Approved this 17<sup>th</sup> day of December, 1999.

  
\_\_\_\_\_  
Jim Cooper, President



## GREATER PALMER CHAMBER OF COMMERCE

### RESOLUTION ROUTING SHEET

DATE: December 21, 1999

RESOLUTION NO: 99-06

RESOLUTION TITLE: A Resolution Supporting the Alaska Railroad's track upgrade and realignment project.

SENT TO:

Alaska Railroad Corp Attn Wendy Lindskoog P O Box 107500, Anchorage AK 99510-7500  
Governor Tony Knowles P. O. Box 110001, Juneau AK 99811-0001  
Senator Frank Murkowski 706 Hart Building, Washington DC 20510-0203  
Senator Ted Stevens 522 Hart Building, Washington DC 20510-0201  
Representative Don Young 2332 Rayburn House Office Bldg, Washington DC 20515-20201  
Combined Delegation Office 851 E Westpoint Dr, Suite 307, Wasilla AK 99654  
Senator Lyda Green 600 E Railroad Avenue, Wasilla AK 99654  
Senator Rick Halford P O Box 670190, Chugiak AK 99567-0190  
Representative Bev Masek 600 E Railroad Avenue, Wasilla AK 99654  
Representative Scott Ogan 600 E Railroad Avenue, Wasilla AK 99654  
Representative Vic Kohring 600 E Railroad Avenue, Wasilla AK 99654  
Anchorage Chamber of Commerce 441 W 5<sup>th</sup> Ave, Anchorage AK 99501-2309  
Alaska State Chamber of Commerce 217 2<sup>nd</sup> Street, Suite 20, Juneau AK 99801  
Michael Scott, Manager Matanuska-Susitna Borough 350 E Dahlia, Palmer AK 99645  
Ed Brittingham Wasilla Chamber of Commerce 415 E Railroad Ave, Wasilla AK 99654

MESSAGE:

The following resolution has been approved by the Greater Palmer Chamber of Commerce Board of Directors and is sent to you for your consideration when reviewing this issue. If you have any questions or comments you can send them to the address below or via email at [palmer@alaska.net](mailto:palmer@alaska.net) or we can be reached by phone or fax at the numbers below.



415 E. Railroad Avenue \* Wasilla, AK 99654  
Email: chamber@wasilla.net

Telephone (907) 376-1299 \* Fax (907) 373-2560  
Home Page: www.chamber.wasilla.net

- Voted "Alaska's Outstanding Local Chamber of Commerce ~ 1998"

## RESOLUTION 99-07

### **A RESOLUTION OF THE GREATER WASILLA CHAMBER OF COMMERCE IN SUPPORT OF THE ALASKA RAILROAD'S TRACK ENHANCEMENTS PROJECT.**

**Whereas**, a straighter track promotes safety due to reduced track and equipment wear, consistency in train handling, increased sight distance, and reduced maintenance requirement all leading to a reduced frequency of train derailments and lower operating costs; and

**Whereas**, this project includes upgrades to vehicle crossings and additional public access amenities that will enhance safety and access across the Alaska Railroad's track; and

**Whereas**, this project will result in reduced train running time between Anchorage and Wasilla from 95 minutes to 50 minutes making future commuter service viable; and

**Whereas**, reduced transit time between Anchorage and Wasilla means more efficient and cost effective service to the interior of Alaska; and

**Whereas**, reduced transit time between Anchorage and Wasilla means a potential reduction in the number of automobiles on the highway; and

**Whereas**, more efficient rail operations reduces train gridlock, creates more jobs for Alaskans through additional freight and passenger service, and builds a better infrastructure to support future economic development in Alaska; and

**Whereas**, this project improves the ARRC's asset which enhances the state's ownership of the railroad; and

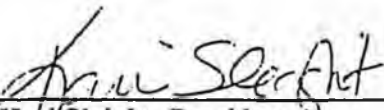
**Whereas**, to accomplish this project, ARRC will need legislative approval to convey the Corporation's entire interest in certain lands in exchange for equivalent valued land with Elmendorf Air Force Base, Fort Richardson Army Base, Eklutna, Inc. and other entities; and

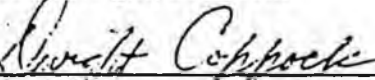
**Whereas**, no funds will be exchanged between the parties in this land trade agreement.

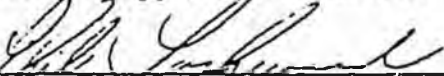
Now, Therefore Be it Resolved that the Greater Wasilla Chamber of Commerce supports the ARRC's efforts to upgrade and realign its tracks between Anchorage and Wasilla to improve safety and efficiency of the Alaska Railroad Corporation's train operations, to enhance the state-owned transportation asset, and to make future commuter service viable; and

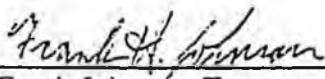
Be it Further Resolved that the Greater Wasilla Chamber of Commerce seeks to assist ARRC in obtaining legislative approval to exchange equivalent valued land with neighboring entities in order to accomplish the track realignment project.

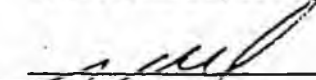
Hereby, adopted by the Greater Wasilla Chamber of Commerce this 15<sup>th</sup> day of December, 1999.

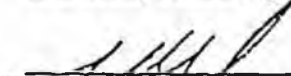
  
Kari Sleight, President

  
Dwight Coppock, President-Elect

  
Phil Lockwood, Vice-President

  
Frank Johnson, Treasurer

  
Bill Moll, Secretary

  
ATTESTED: Bill Moll, Secretary

RESOLUTION 99-3  
A Resolution Supporting the Alaska Railroad's Track Upgrade  
and Realignment Project

ANCHORAGE CONVENTION & VISITORS BUREAU  
BOARD OF DIRECTORS

WHEREAS, a straighter track promotes safety due to reduced track and equipment wear, consistency in train handling, increased sight distance, and reduced maintenance requirement – all leading to a reduced frequency of train derailments and lower operating costs; and

WHEREAS, this project includes upgrades to vehicle crossings and additional public access amenities that will enhance safety and access across the Alaska Railroad's track; and

WHEREAS, this project will result in reduced train running time between Anchorage and Wasilla from 95 minutes to 50 minutes making future commuter service viable; and

WHEREAS, reduced transit time between Anchorage and Wasilla means more efficient and cost effective service to the Interior of Alaska; and

WHEREAS, reduced transit time between Anchorage and Wasilla means a potential reduction in the number of automobiles on the highway; and

WHEREAS, more efficient rail operations reduces train gridlock, creates more jobs for Alaskans through additional freight and passenger service, and builds a better infrastructure to support future economic development in Alaska; and

WHEREAS, this project improves the ARRC's asset which enhances the State's ownership of the railroad; and


WHEREAS, to accomplish this project, ARRC will need legislative approval to convey the Corporation's entire interest in certain lands in exchange for equivalent valued land with Elmendorf Air Force Base, Fort Richardson Army Base, Eklutna, Inc., and other entities; and

WHEREAS, no funds will be exchanged between the parties in this land trade agreement.

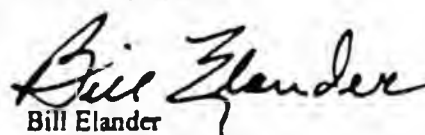
NOW, THEREFORE BE IT RESOLVED that the Anchorage Convention & Visitors Bureau supports the ARRC's efforts to upgrade and realign its track between Anchorage and Wasilla to improve safety and efficiency of the Alaska Railroad Corporation's train operations, to enhance the State-owned transportation asset, and to make future commuter service viable; and

BE IT FURTHER RESOLVED, that the Anchorage Convention & Visitors Bureau supports ARRC as it seeks to obtain legislative approval to exchange equivalent valued land with neighboring entities in order to accomplish the track realignment project.

Approved by the Board of Directors, this 21<sup>st</sup> day of December, 1999.



Bruce Bustamante  
Chairman



Bill Elander  
President & CEO



ANCHORAGE  
Convention &  
Visitors Bureau

BOARD OF DIRECTORS

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Alaska Airlines  
Vice Chair  
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Glacier Brew House  
Tammara Tammara  
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Acting Immediate Past Chair  
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ACVB President & CEO  
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Jack Lewis  
Soudrough Mining Company  
Linda McLaughlin, CTC  
Delta Airlines Inc.  
Yveta Malone  
Kenai Fjords Tours/CRI Tours  
Kevin Meyer  
Anchorage Municipal Assembly  
Brad Phillips  
Phoenix Cruises & Tours  
John Rense  
Tour Arctic  
Virginia Samson, CMP  
Alaska Commerce & Events Services  
Bill Sheffield  
Alaska Railroad Corporation  
Bob Soumail, CHA  
Sheraton Anchorage Hotel  
John "Gus" Swearing  
Swearing & Associates PC  
Tom Tenney  
Municipality of Anchorage  
Chris von Immel  
Alaska Resort

524 W. Fourth Avenue  
Anchorage, Alaska  
907-276-4113

907-276-4113  
Fax 907-278-5559  
E-mail: acvb@alaska.net

Requested and Prepared by: Administration  
Meeting date: January 10, 2000  
Adopted: January 10, 2000  
Vote: Unanimous

**CITY OF WASILLA  
RESOLUTION SERIAL NO. 00-03**

**A RESOLUTION OF THE CITY OF WASILLA, ALASKA SUPPORTING THE ALASKA RAILROAD'S TRACK UPGRADE AND REALIGNMENT PROJECT.**

---

WHEREAS, a straighter track promotes safety due to reduced track and equipment wear, consistency in train handling, increased sight distance, and reduced maintenance requirement – all leading to a reduced frequency of train derailments and lower operating costs; and

WHEREAS, this project includes upgrades to vehicle crossings and additional public access amenities that will enhance safety and access across the Alaska Railroads track; and

WHEREAS, this project will result in reduced train running time between Anchorage and Wasilla from 95 minutes to 50 minutes making future commuter service viable; and

WHEREAS, reduced transit time between Anchorage and Wasilla means more efficient and cost effective service to the interior of Alaska; and

WHEREAS, reduced transit time between Anchorage and Wasilla means a potential reduction in the number of automobiles on the highway; and

WHEREAS, more efficient rail operations reduces train gridlock, creates more jobs for Alaskans through additional freight and passenger service, and builds a better infrastructure to support future economic development in Alaska; and

WHEREAS, this project improves the ARRC's asset which enhances the state's ownership of the railroad; and

WHEREAS, to accomplish this project, ARRC will need legislative approval to convey the Corporation's entire interest in certain lands in exchange for equivalent valued land with Elmendorf Air Force Base, Fort Richardson Army Base, Eklutna, Inc. and other entities; and

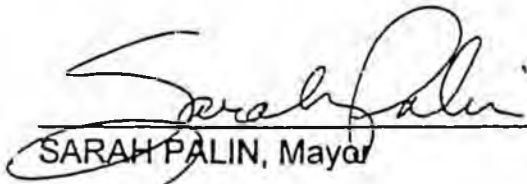
WHEREAS, no funds will be exchanged between the parties in this land trade agreement.

NOW THEREFORE BE IT RESOLVED, that the City of Wasilla supports the ARRC's efforts to upgrade and realign its track between Anchorage and Wasilla to improve safety and efficiency of the Alaska Railroad Corporation's train operations, to enhance the state-owned transportation asset, and to make future commuter service viable; and

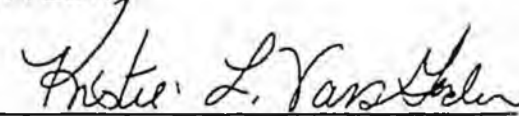
BE IT FURTHER RESOLVED, that the City of Wasilla seeks to assist ARRC in obtaining legislative approval to exchange equivalent valued land with neighboring entities in order to accomplish the track realignment project.

ADOPTED by the Wasilla City Council on January 10, 2000.

I certify that a resolution in substantially the above form was passed by a majority of those voting at a duly called and conducted meeting of the governing body of the City of Wasilla this 10<sup>th</sup> day of January 2000.

  
SARAH PALIN, Mayor

ATTEST:

  
KRISTIE L. VANGORDER, CMC/AE  
City Clerk

[SEAL]

SUBJECT: Alaska Railroad Track Upgrade & Realignment Project

PREPARED BY: Administration

DATE: December 15, 1999

FOR AGENDA OF: January 10, 2000

**SUMMARY:**

The Alaska Railroad track upgrade and realignment project includes many safety upgrades and reduces the running time between Anchorage and Wasilla by 40 minutes. This will make future commuter service viable.

The ARRC is requesting that the City of Wasilla Council consider passing this resolution so the ARRC can add it to their legislative information packet for the upcoming session. This will help broaden their level of support and will help spur timely passage of legislation that will make this project possible.

FISCAL IMPACT:  No  Yes, amount requested: \$

Fund:

RECOMMENDED ACTION: Council consideration.

  
Reviewed by: SARAH PALIN, Mayor

Presented with: Reso 00-03  
Date: 1/10/2000 Verified by: Hy.

**ALASKA STATE CHAMBER OF COMMERCE**

**Position 2000-23**

**Alaska Railroad Track Upgrade and Realignment**

The Alaska State Chamber of Commerce supports the Alaska Railroad Corporation's (ARRC) efforts to upgrade and realign its track between Anchorage and Wasilla in order to improve safety and efficiency of the operations and make future commuter service viable.

Further, the Alaska State Chamber of Commerce urges the Governor and Legislature to pass legislation allowing ARRC to exchange equivalent valued land with Elmendorf Air Force Base, Fort Richardson Army Base and Eklutna, Inc. in order to accomplish the realignment project.

**Rationale:**

ARRC's track upgrade and realignment project will reduce the severity of many sharp curves between Anchorage and Wasilla. A straighter track promotes safety by decreasing the chance for train derailment and increasing the engineer's line of sight.

The completion of this project will also reduce running time in this stretch from 95 minutes to 50 minutes. This will enable trains to move at normal operating speeds. More efficient rail operations translate into less gridlock and more trains, more jobs for Alaskans, a faster and more efficient transportation network for freight and passenger service, and a better infrastructure to support economic development in Alaska.

ADOPTED

December 3, 1999

BY Pamela La Bolle  
Pamela La Bolle  
President

BY Dennis Brandon  
Dennis Brandon  
Chairman



*"Place of Many Places"*

## *Chugiak-Eagle River Chamber of Commerce*

**CHUGIAK-EAGLE RIVER  
CHAMBER OF COMMERCE  
RESOLUTION 20-003  
February 11, 2000**

**WHEREAS** the Chugiak-Eagle River Chamber of Commerce is a nonprofit federation concerned with future development of this region and its supporting infrastructure; and

**WHEREAS** the Alaska Railroad Corporation is an integral part of the transportation infrastructure supporting efficient delivery of passengers and freight throughout the central part of the state of Alaska; and

**WHEREAS** the Alaska Railroad is seeking to upgrade its very antiquated facilities through track realignment; and

**WHEREAS** a straighter track promotes safety due to reduced track and equipment wear, consistency in train handling, increased sight distance, and reduced maintenance requirement - all leading to reduced potential train derailments and lower operating costs; and

**WHEREAS**, this project includes upgrades to vehicle crossings and additional public access amenities that will enhance public safety and access across the Alaska Railroad's track; and

**WHEREAS**, this project will result in reduced train running time between Anchorage and Wasilla from 95 minutes to 50 minutes making future commuter service more viable and furthering the opportunities to establish a stop in the Chugiak-Eagle River area; and

**WHEREAS**, reduced transit time between Anchorage and Wasilla means more efficient and cost effective service to the Interior of Alaska; and

**WHEREAS**, reduced transit time between Anchorage and Wasilla means a potential reduction in the number of automobiles on the Glenn Highway easing traffic congestion through the Chugiak-Eagle River area; and

**WHEREAS**, more efficient rail operations reduces train gridlock, creates more jobs for Alaskans through additional freight and passenger service, and builds a better infrastructure to support future economic development in Alaska; and

(907) 694-4702 PHONE • (907) 894-1205 FAX

P.O. BOX 770355, EAGLE RIVER, ALASKA 99577 • 11401 OLD GLENN HIGHWAY, SUITE 106, EAGLE RIVER, ALASKA 99577  
www.ccr.org • email: info@ccr.org

WHEREAS, this project enhances the value of the Alaska Railroad Corporation's assets which are owned by the State; and

WHEREAS, to accomplish this project, the Alaska Railroad will need Federal & Legislative approval to convey the Corporation's entire interest in certain lands in exchange for equivalent valued land with Municipality of Anchorage, Elmendorf Air Force Base, Fort Richardson Army Post, Eklunne Inc.; and

WHEREAS, no funds will be exchanged between public parties in this land trade agreement and/or fee simple transfer.

NOW, THEREFORE BE IT RESOLVED that the Chugiak-Eagle River Chamber of Commerce strongly supports the Alaska Railroad Corporation's efforts to upgrade and realign its track between Anchorage and Wasilla provided that the following considerations are met:

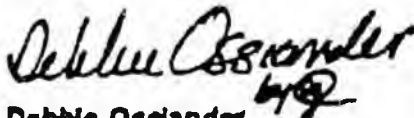
1. Fair consideration will be given to all private land owners affected by the improvements
2. Continued close planning with the Municipal Parks & Recreation office as plans are finalized through the Beach Lake Park area to create a "win win" scenario for both the Railroad and Municipal parks infrastructures. Specifically, this project design and completion will be reviewed, approved and coordinated with all affected MOA agencies and will include the Beach Lake Road and acquired properties being graded, contoured, and generally improved to meet MOA standards.
3. ARR & MOA will enter into a memorandum of agreement that will detail the respective parties' obligations.

BE IT FURTHER RESOLVED that the Chugiak-Eagle River Chamber strongly supports efforts to improve safety and efficiency of the Alaska Railroad Corporation's train operations, to enhance the state-owned transportation asset, and to make future commuter service viable which could include a stop in Chugiak/Eagle River; and

BE IT FURTHER RESOLVED, that the Chugiak-Eagle River Chamber of Commerce seeks to assist the Alaska Railroad Corporation in obtaining legislative approval to exchange equivalent valued land with neighboring entities in order to accomplish the track realignment project.

Signed this 11th day of February, 2000.

By,



Debbie Oszlander  
President

Submitted by: Chairman of the Assembly  
at the Request of the Mayor  
Prepared by: Alaska Railroad Counsel  
For reading: Feb. 15, 2000

ANCHORAGE, ALASKA  
AO NO. 2000-42(S)

1 AN ORDINANCE APPROVING THE CONVEYANCE OF LANDS IN THE MUNICIPALITY'S  
2 BEACH LAKE PARK TO THE ALASKA RAILROAD CORPORATION IN EXCHANGE FOR  
3 EXISTING ALASKA RAILROAD RIGHT-OF-WAY LANDS IN BEACH LAKE PARK TO  
4 ACCOMMODATE STRAIGHTENING OF RAILROAD TRACK CURVES AND SUBMITTING  
5 TO THE QUALIFIED VOTERS OF THE MUNICIPALITY AT THE REGULAR MUNICIPAL  
6 ELECTION APRIL 4, 2000 A BALLOT PROPOSITION TO APPROVE SAID CONVEYANCES.  
7

8  
9 WHEREAS, the Alaska Railroad Corporation seeks to improve the safety and efficiency of the  
10 Alaska Railroad by realigning and straightening tracks between Anchorage and Wasilla; and

11  
12 WHEREAS, certain track curves to be straightened are at Alaska Railroad mile posts 132 and 133  
13 and within the Municipality's Beach Lake Park generally near Beach Lake Road off of South Birchwood  
14 Loop Road as shown on the diagram attached hereto as Appendix A which is incorporated herein by  
15 reference; and

16  
17 WHEREAS, the right-of-way required from the Municipality to straighten the curve at milepost 132  
18 is approximately 2.29 acres as shown in detail on Page 1 of Appendix B and legally described on Page 2 of  
19 Appendix B which is incorporated herein by reference; and

20  
21 WHEREAS, the right-of-way required from the Municipality to straighten the curve at milepost 133  
22 is approximately 11.23 acres as shown in detail on Page 1 of Appendix C and legally described on Page 2  
23 of Appendix C which is incorporated herein by reference; and

24  
25 WHEREAS, a portion of the 11.23 acres may in the future be used to construct access to nearby  
26 lands of the Eklutna Native Corporation; and

27  
28 WHEREAS, by letter dated February 4, 2000 to the Municipal Assembly Eklutna Native  
29 Corporation has committed to abide by all municipal regulations and pursue all municipal processes for the  
30 development of those lands and further to convey additional land to be incorporated into Beach Lake Park;  
31 and

32  
33 WHEREAS, the Alaska Railroad right-of-way which will become surplus at mile post 133 and  
34 which will be conveyed to the Municipality for incorporation into Beach Lake Park is 4.54 acres as shown  
35 on Page 1 of Appendix C which is incorporated herein by reference; and  
36

1 WHEREAS, the Alaska Railroad Corporation is obligated pursuant to 45 U.S.C. § 1209(c) to  
 2 transfer abandoned right-of-way to the United States which is required to reconvey the land to owners of  
 3 the adjacent private land; and  
 4

5 WHEREAS, the Alaska Railroad intends to construct valuable public improvements, namely, a new  
 6 grade-separated crossing at Beach Lake Road and a new pedestrian underpass to connect the Beach Lake  
 7 trail system on either side of the Railroad all as additional consideration for the conveyance of the municipal  
 8 park lands to it; and  
 9

10 WHEREAS, pursuant to Anchorage Ordinance No. 84-199, the Municipality's Beach Lake Park is  
 11 dedicated to park and recreational uses, the conveyance of which must be approved by the voters of the  
 12 Municipality pursuant to Anchorage Municipal Charter §10.02(8); now therefore,  
 13

14 **THE ANCHORAGE ASSEMBLY ORDAINS:**  
 15

16 **Section 1:** Subject to fulfillment of the conditions in Section 2. of this ordinance and Charter §10.02(8),  
 17 the Municipality shall convey the fee title to the lands of the Beach Lake Park shown and legally described  
 18 in Appendices B and C hereto to the Alaska Railroad Corporation in exchange for the conveyance of the fee  
 19 simple title to the right-of-way which is to be abandoned also as shown and legally described in Appendix  
 20 C hereto and the construction at the Alaska Railroad Corporation's expense of the following public  
 21 improvements:  
 22

- 23 a. A new grade-separated crossing at Beach Lake Road to American Association of  
 24 State Highway and Transportation Officials standards which will be an underpass  
 25 with at least a 14.6 foot high clearance; and  
 26 b. Movement of the Beach Lake Road crossing approximately 380 feet north of the  
 27 existing Beach Lake Road crossing and elimination of the steep approach to the  
 28 existing crossing; and  
 29 c. A pedestrian underpass to connect the Beach Lake Trail system on either side of the  
 30 railroad and which will accommodate dog mushers and their teams, skiers and other  
 31 users of the trail system; and  
 32 d. Contouring of the railroad lands conveyed to the Municipality to accommodate safe  
 33 pedestrian and/or vehicular traffic connections and multi-use access.  
 34

35 **Section 2:** The Municipality's obligation described in Section 1 of this ordinance is subject to the  
 36 following conditions subsequent which shall occur on or before March 21, 2000:  
 37

- 38 a. The lands to be exchanged pursuant hereto shall be appraised by competent appraiser  
 39 to be selected and retained by the Municipality, the cost of which shall be reimbursed  
 40 to the Municipality by the Alaska Railroad Corporation.  
 41  
 42 b. The Alaska Railroad Corporation shall provide the Municipality its written engineers'  
 43 estimates of cost and value of the improvements described in Section 1 above.  
 44

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c. The Municipal Assembly shall by resolution make a finding, based on the appraisal and engineers' estimate, that the value of the consideration required from the Alaska Railroad Corporation exceeds the fair market value of the fee simple interest of the park land to be conveyed by the Municipality.

**Section 3:** That, pursuant to Charter §10.02(8), a ballot proposition in substantially the following form shall be submitted to the qualified voters of the Municipality at the regular municipal election to be held April 4, 2000:

Proposition \_\_\_\_\_  
**APPROVING CONVEYANCE OF LANDS WITHIN BEACH LAKE PARK TO THE ALASKA RAILROAD CORPORATION TO STRAIGHTEN RAILROAD CURVES AND CREATE POTENTIAL ACCESS TO ADJACENT LANDS**

Shall Anchorage Ordinance 2000-42(S) authorizing the Municipality of Anchorage to convey approximately 13.52 acres of land in Beach Lake Park to the Alaska Railroad Corporation to straighten track curves at Alaska Railroad mile posts 132 and 133 to improve safety and efficiency and to create potential access to adjacent lands in exchange for the conveyance to the Municipality of abandoned right-of-way and construction of valuable public improvements by the Alaska Railroad Corporation be approved?

Yes [ ]

No [ ]

**Section 4:** Upon conveyance of the railroad lands to the Municipality in accordance with this ordinance, said lands are hereby dedicated to park and recreational uses as part of Beach Lake Park.

**Section 5:** The Proposition set forth in Section 3 of this ordinance shall become effective upon certification of the election at which presented if, but only if, said Proposition is approved by a majority of the qualified voters voting on the Proposition. All other Sections of this ordinance shall become effective immediately upon passage and approval.

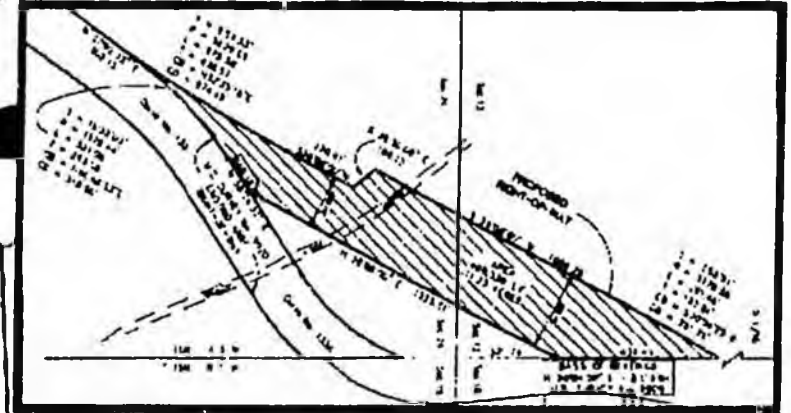
PASSED AND APPROVED by the Anchorage Assembly this \_\_\_ day of \_\_\_\_\_, 2000.

\_\_\_\_\_  
Chair of the Assembly

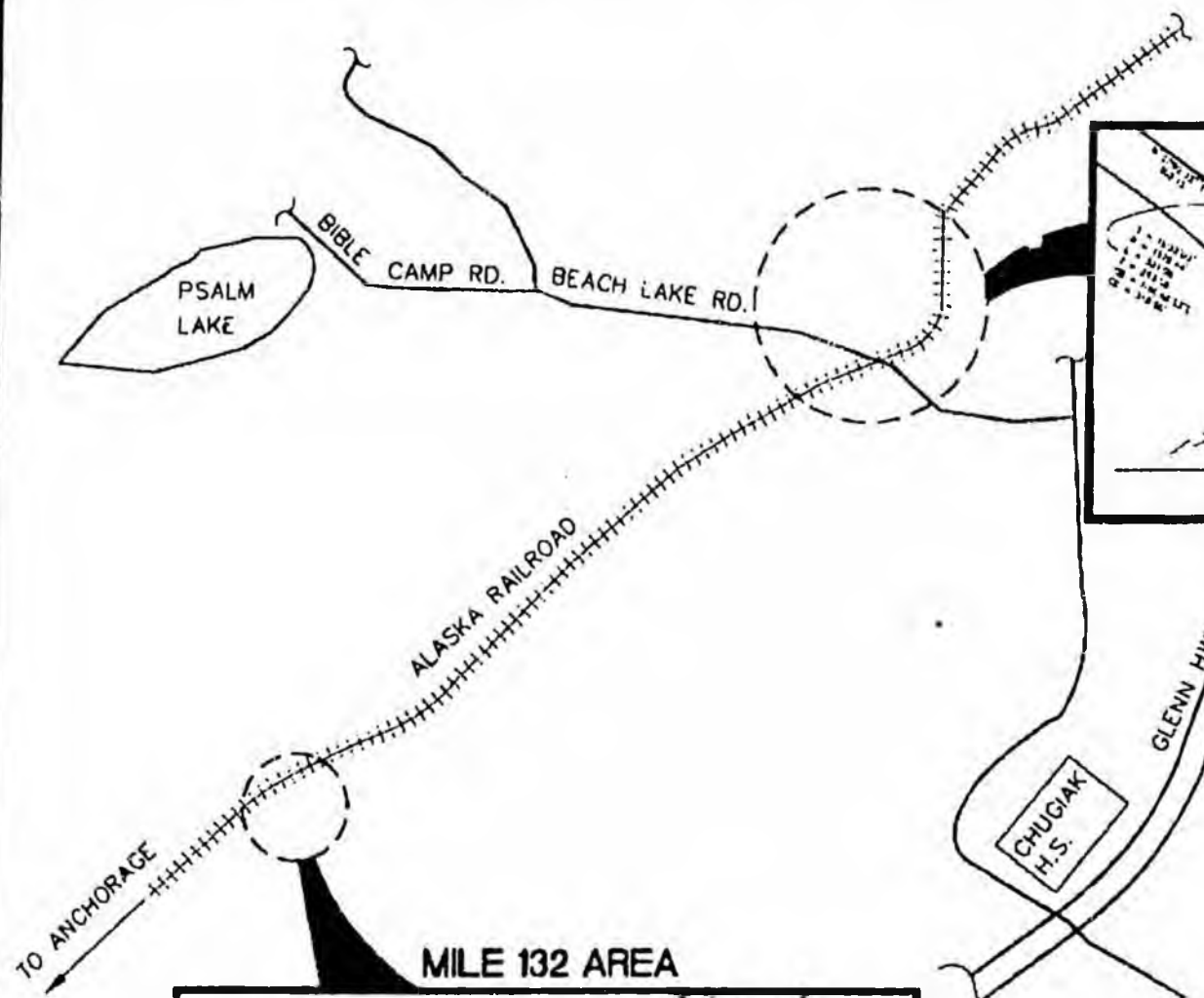
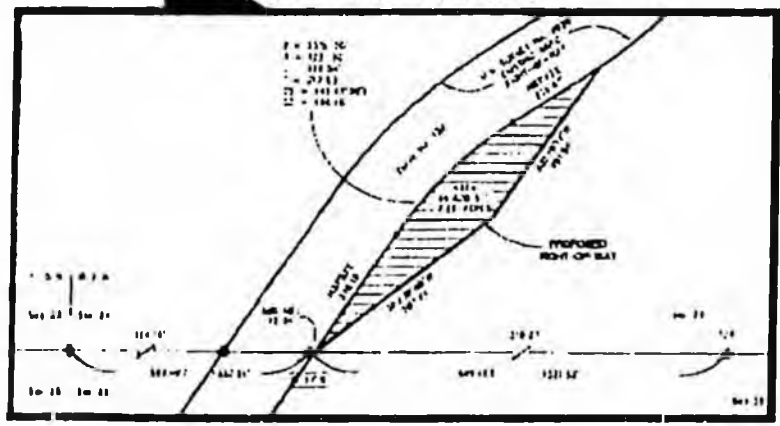
ATTEST:

\_\_\_\_\_  
Municipal Clerk

MILE 133 AREA



MILE 132 AREA



**ALASKA RAILROAD CORPORATION**  
 OFFICE OF THE CHIEF ENGINEER  
 P.O. BOX 107500, ANCHORAGE, ALASKA 99510-7500 (907) 263-2450

---

**EAGLE RIVER TO WASILLA**

---

**VICINITY MAP**  
 NOT TO SCALE



$\Delta = 23^{\circ}51'00''$   
 $R = 1031.90'$   
 $L = 429.54'$   
 $T = 217.93'$   
 $CB = N45^{\circ}47'30''E$   
 $CD = 426.45'$

U.S. SURVEY No. 9020  
EXISTING ARRC  
RIGHT-OF-WAY  
 $N57^{\circ}43'E$   
276.47'

Curve No. 132

AREA  
99,620 S.F.  
2.29 ACRES.

PROPOSED  
RIGHT-OF-WAY

$N33^{\circ}32'E$   
378.18'

$S52^{\circ}36'00''W$   
587.61'

$S89^{\circ}48'E$   
12.34'

T 15 N R 2 W  
Sec 23 Sec 24  
Sec 26 Sec 25

Sec 24  
1/4  
Sec 25

1104.11'

$S89^{\circ}49'E$

1332.21'

$S89^{\circ}48'E$

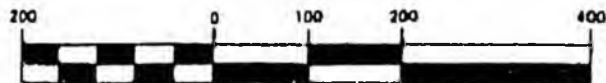
W 1/16

$S89^{\circ}48'E$

1319.27'

1331.62'

SCALE



( IN FEET )  
1 INCH = 200 FT.



ALASKA RAILROAD CORPORATION  
OFFICE OF THE CHIEF ENGINEER  
P.O. BOX 107500, ANCHORAGE, ALASKA 99510-7500 (907) 265-2488

EAGLE RIVER TO WASILLA

PROPOSED REALIGNMENTS TO  
CURVE 132

LEGAL DESCRIPTION  
CURVE No. 132  
PROPOSED RIGHT-OF-WAY

A portion of the SW 1/4, Section 24, Township 15 North, Range 2 West, Seward Meridian, Anchorage Recording District, Alaska and more particularly described as follows:

Commencing at the one-quarter (1/4) corner common to Section 24 and Section 25, Township 15 North, Range 2 West, Seward Meridian, Alaska; Thence N 89°48' W along the line between Section 24 and Section 25 a distance of 1319.27 feet to a point on the easterly boundary of the Alaska Railroad Corporation Right-of-Way shown as Lot 1 on the United States Department of the Interior, Bureau of Land Management plat titled "U.S. Survey No. 9020, Alaska" and dated October 29, 1992, the TRUE POINT OF BEGINNING; Thence N 33°52' E along said easterly Right-of-Way a distance of 378.18 feet; Thence continuing along said Right-of-Way a distance of 429.54 feet on the arc of a curve to the right, with a radius of 1031.90 feet, through a central angle of 23°51'00" and whose chord bears N 45°47'30" E a distance of 426.45 feet; Thence continuing along said Right-of-Way N 57°43' E a distance of 276.47 feet; Thence S 35°10'12" W a distance of 491.94 feet; Thence S 52°36'00" W a distance of 587.61 feet to the TRUE POINT OF BEGINNING. Containing 90,620 square feet (2.29 acres) more or less.



BEACH LAKE PARK

Sec 24  
Sec 13  
Line

$\Delta = 8'54'33''$   
 $R = 5629.65'$   
 $L = 875.38'$   
 $T = 438.57'$   
 $CB = N32'35'16''E$   
 $CD = 874.49'$

PROPOSED  
RIGHT-OF-WAY

$\Delta = 3'52'51''$   
 $R = 5779.58'$   
 $L = 391.46'$   
 $T = 195.81'$   
 $CB = S30'04'25''W$   
 $CD = 391.39'$

$S 39'30'00'' E$   
108.13'

$S 28'08'00'' W$  1088.25'

290.41'  
 $S28'08'00''W$

AREA  
489,320 S.F.  
11.23 ACRES

609.45'

$N 37'02'33'' E$   
202.15'

148.16'

$N 28'08'00'' E$  1323.81'

371.76'

133

BEACH LAKE PARK

AREA (2):  
197,555.27 S.F.  
4.54 ACRES

BEACH LAKE ROAD

$T 15N R 2 W$   
BASES OF BEARING - U.S.S. No. 9020  
 $N 06'07'52'' W$   
 $T 15N R 1 W$

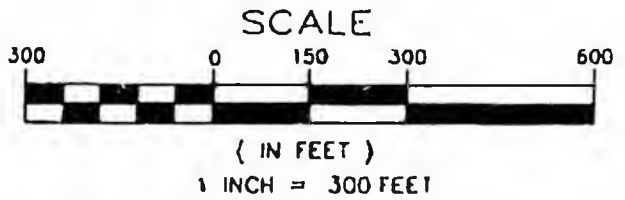
Assumed Right-of-Way Line  
(100' Right of Center in Existing Tracks)

AREA (3):  
222,248.98 S.F.  
5.1 ACRES



NO U.S. R.O.W. SURVEY EXISTS EAST OF T-1'S LINE  
ARRC RIGHT OF WAY ASSUMED TO BE 100'  
OFFSET FROM THE EXISTING TRACK CENTERLINE.

SECTION & PROPERTY LINES ARE BASED  
ON SUMMER 1998 SURVEY INFORMATION.



**ALASKA RAILROAD CORPORATION**  
OFFICE OF THE CHIEF ENGINEER  
P.O. BOX 107200, ANCHORAGE, ALASKA 99510-7500 (807) 265-2454

**EAGLE RIVER TO WASILLA**

**PROPOSED REALIGNMENTS TO  
CURVE 133**

**LEGAL DESCRIPTION**  
**CURVE No. 133**  
**PROPOSED RIGHT-OF-WAY**

A portion of the SE 1/4, Section 13, and the NE 1/4, Section 24, Township 15 North, Range 2 West, Seward Meridian, Anchorage Recording District, Alaska and more particularly described as follows:

Commencing at the Section Corner common to Sections 13 and 24, Township 15 North, Range 2 West, and Sections 18 and 19, Township 15 North, Range 1 West, Seward Meridian, Alaska, marked by an Aluminum BLM Monument dated 1984; Thence N 0°04'00" E along the line between Section 13, T15N, R2W, SM and Section 18, T15N, R1W, SM a distance of 371.76 feet to the TRUE POINT OF BEGINNING; Thence continuing along said section line N 0°04'00" E a distance of 609.45 feet; Thence a distance of 391.46 feet on the arc of a curve to the left, with a radius of 5779.58 feet, through a central angle of 3°52'51", and whose chord bears S 30°04'25" W a distance of 391.39 feet; Thence S28°08'00" W a distance of 1088.25 feet; Thence S 39°30'00" E a distance of 108.13 feet; Thence S28°08'00" W a distance of 290.41 feet; Thence a distance of 875.38 feet on the arc of a curve to the right, with a radius of 5629.65 feet, through a central angle of 8°54'33", and whose chord bears S 32°35'16" W a distance of 874.49 feet to a point on, and tangent to, the northwesterly boundary of the Alaska Railroad Corporation Right-of-Way shown as Lot 1 on the United States Department of the Interior, Bureau of Land Management plat titled "U.S. Survey No. 9020, Alaska" and dated October 29, 1992; Thence N 37°02'33" E along said Right-of-Way a distance of 202.15 feet; Thence continuing along said Right-of-Way a distance of 521.08 feet on the arc of a curve to the right, with a radius of 1528.44 feet, through a central angle of 19°32'00", and whose chord bears N 46°48'33" E a distance of 518.56 feet; Thence continuing along said Right-of-Way N 56°34'33" E a distance of 148.16 feet; Thence N 28°08'00" E a distance of 1323.81 feet to the TRUE POINT OF BEGINNING. Containing 489,320 square feet (11.23 acres) more or less.

# ALASKA RAILROAD CORPORATION



Corporate Address: P.O. Box 107500, Anchorage, Alaska 99510  
327 W. Ship Creek Avenue, Anchorage, Alaska 99501

March 20, 2000

MAR 23 2000

The Honorable Loren Leman  
Alaska State Senate  
Room 417  
State Capitol  
Juneau, AK 99801-1182

Dear Senator Leman:

The Alaska Railroad Corporation (ARRC) has recently been contacted by a few Railroad leaseholders experiencing problems related to our land management policies governed by statute. Stipulations in state law limit ARRC's ability to address many of these issues.

Alaska Statute 42.40 prohibits the ARRC from selling, exchanging, or otherwise conveying its land unless the legislature approves the action. By law, the ARRC can lease land for up to 35 years, but must reserve the unilateral right to terminate any lease with a term in excess of 35 years in the event the land is ever needed for railroad use.

This termination clause is currently affecting some 120 families in the Tin-Valley Subdivision in Healy, Alaska. The longest mortgage most lenders will issue to these families is 20 years due to the termination language. This shorter term makes the borrower's monthly payments much higher and reduces the affordability and saleability of subdivision homes.

Usibelli Coal Mine, who leases the Healy property from the Railroad and subleases lots to residents, is currently working to find a legislative solution to this problem. While the ARRC supports Usibelli's goal to attain an exemption from the 35 year lease limit, we would like to work with the state legislature toward a more comprehensive solution that would also help us address other concerns which arise on occasion.

We believe many of our real estate issues could be solved if the ARRC were given the authority to issue longer term leases. Residents and businesses along the rail belt would be able to qualify for more affordable mortgage rates and would gain more freedom to plan long term.

Along that line, we would like to work with legislators this summer to study issues relating to the ARRC's real estate policies. The goal would be to create legislation for the 2001 session enabling the Railroad to better address our customer's needs.

As we begin this process, it is important to note that the ARRC is approached periodically by individual leaseholders who would prefer to purchase the railroad land they currently lease. Approximately 50 percent of the Railroad's net earnings are derived from real estate leases much like other railroad's in the Lower 48. For that reason, selling railroad land could jeopardize the ARRC's long term ability to remain a self-sustaining state corporation. We trust that this issue will be taken into account when examining the ARRC's real estate policies.

The ARRC has approximately 218 tenants. Our current policy is adequate for most of our tenants but leaves little room for flexibility. Longer lease options combined with other ideas that may surface from the study group could help the railroad better serve Alaskans.

Sincerely,

A handwritten signature in cursive script that reads "Bill Sheffield".

Governor Bill Sheffield  
President and CEO, Alaska Railroad Corporation

# **ALASKA RAILROAD CORPORATION**

---

**Anchorage to Wasilla**

**Track Upgrades and Realignment**



# **Alaska Railroad Corporation**

## **Anchorage to Wasilla Track Upgrades and Realignment**

### **TABLE OF CONTENTS**

**Project Summary**

**Project Map**

**Land Exchange Descriptions with maps**

- 1. Elmendorf Air Force Base & Fort Richardson**
- 2. Eklutna, Inc.**
- 3. Chugach Alaska Corporation, Inc.**
- 4. Municipality of Anchorage**

**Stakeholder Benefits**

**Impacts and Mitigation**

**Memorandum of Understanding: ARRC and Eklutna, Inc.**

**Eklutna, Inc. Resolution**

# Alaska Railroad Corporation

## Anchorage to Wasilla Track Upgrades and Realignment

### **Mission:**

The Alaska Railroad Corporation (ARRC) seeks to improve safety and efficiency of its operations by upgrading and realigning its track to reduce approximately 70 sharp curves between Anchorage and Wasilla.

### **Results:**

Realignment of the track to reduce curvature will decrease the current running time from 95 minutes to less than 55 minutes from Anchorage to Wasilla making future commuter service more viable. The realignment project will increase the average train speed from 35 mph to approximately 50 mph in this section of track.

Straighter track is inherently safer due to reduced track and equipment wear, consistency in train handling, increased sight distance, and reduced maintenance requirements – all leading to a reduced frequency of train derailments and lower operating costs.

Straighter track greatly enhances the Alaska Railroad's freight and passenger operations. But more important to the communities neighboring the Alaska Railroad, this project will build a safer rail corridor complete with upgraded rail crossings and pedestrian amenities.

### **Legislative Goal:**

ARRC seeks legislative approval to convey the Corporation's entire interest in certain lands in exchange for equivalent valued land with Elmendorf Air Force Base, Fort Richardson Army Base, Eklutna, Inc. and other entities. Lands to be obtained in the exchange are necessary for the realignment project.

No funds will be exchanged between the parties in this land trade agreement.

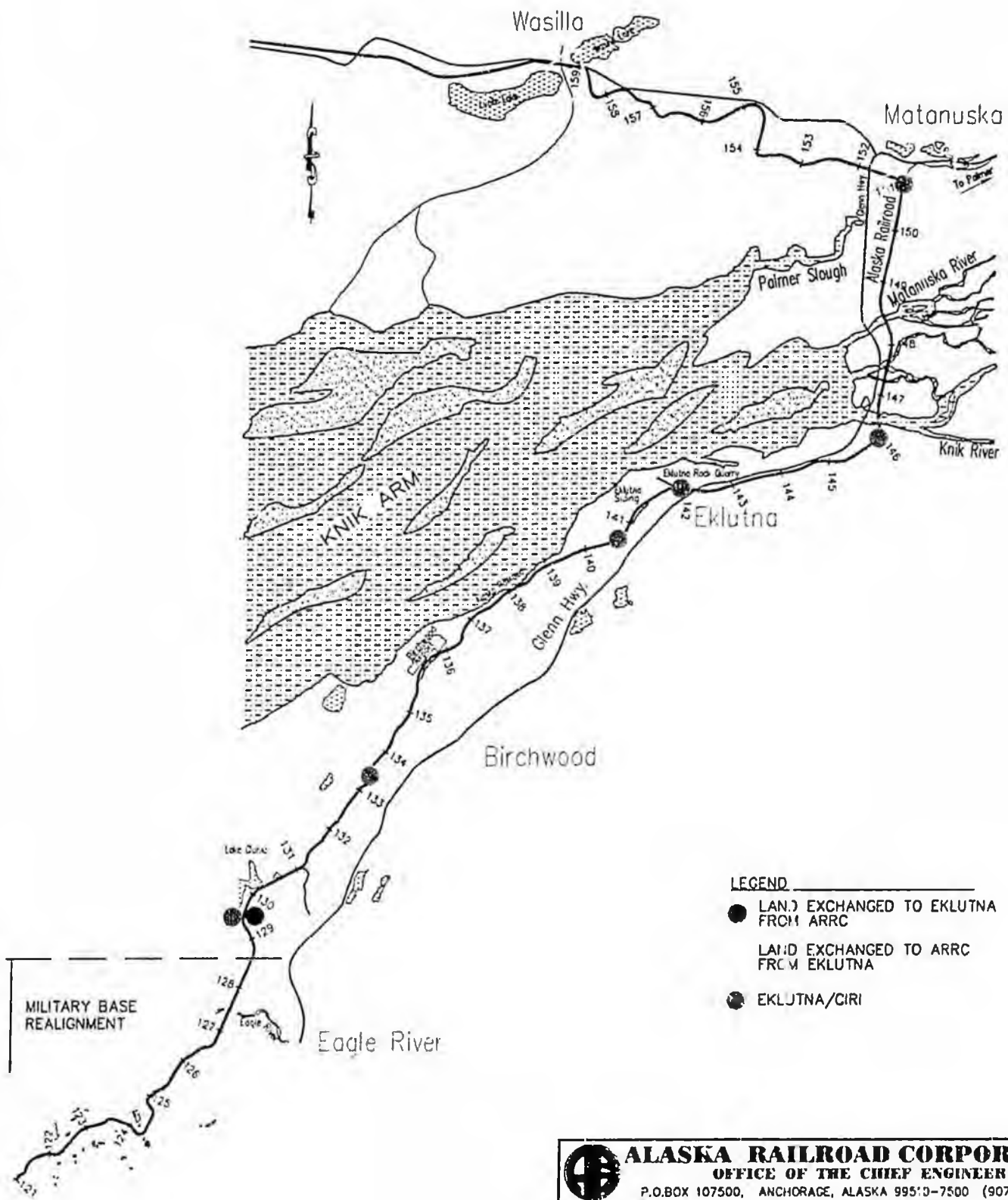
### **Projected Cost:**

\$45 to \$50 million (DOD, AMTRAK, ARRC)

The ARRC will use federal funding, designated for passenger rail line improvements, to help finance the track realignment project. The railroad will match these funds with its operating revenues.

### **Target Completion Date:**

2003



**LEGEND**

- LAND EXCHANGED TO EKLUTNA FROM ARRC
- LAND EXCHANGED TO ARRC FROM EKLUTNA
- EKLUTNA/CIRI

MILITARY BASE REALIGNMENT

**ALASKA RAILROAD CORPORATION**  
**OFFICE OF THE CHIEF ENGINEER**  
 P.O. BOX 107500, ANCHORAGE, ALASKA 99510-7500 (907) 265-2456

PROJECT: **EAGLE RIVER TO WASILLA REALIGNMENTS**

TITLE: **LAND EXCHANGES BETWEEN ARRC & EKLUTNA**

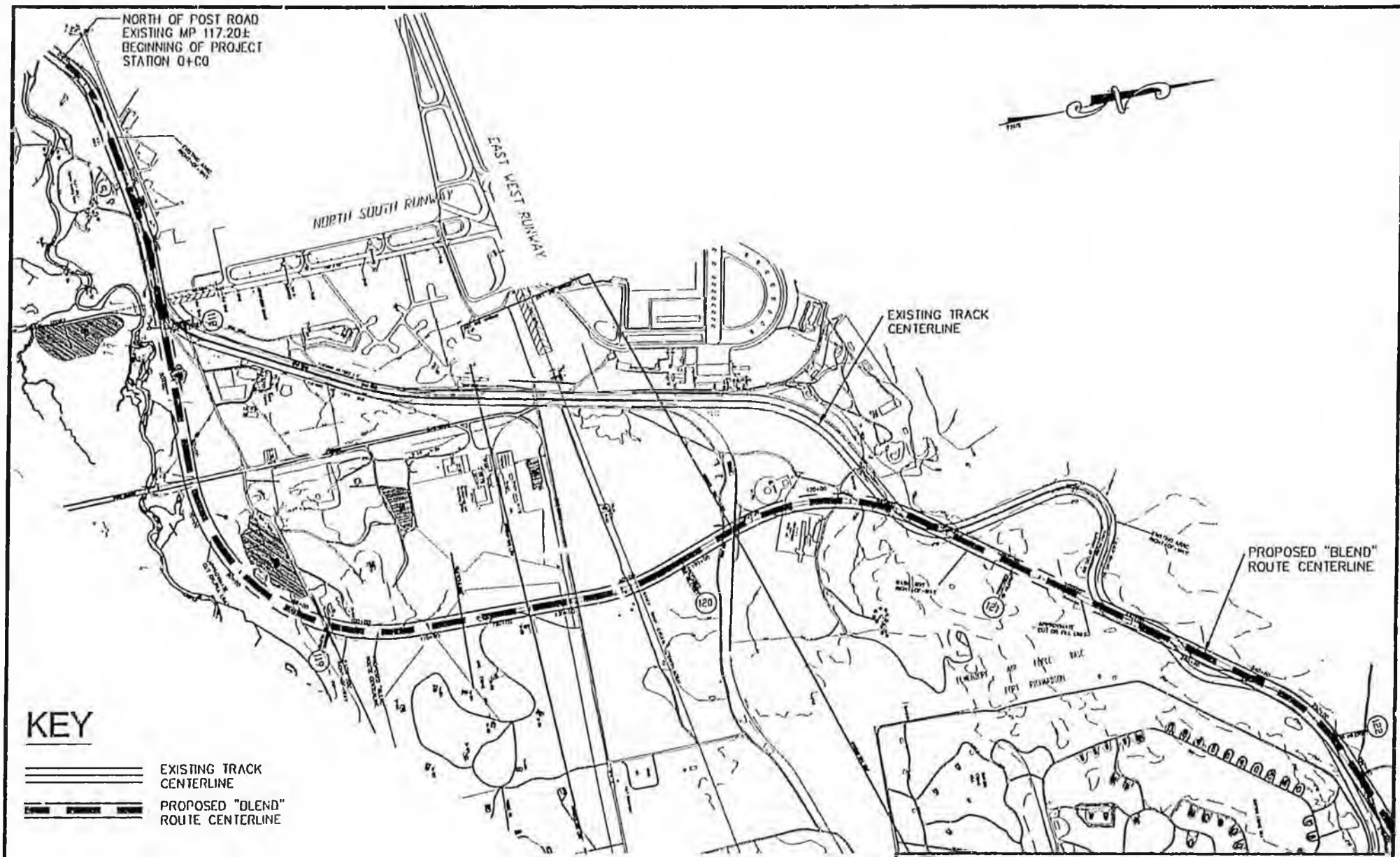
DESIGNED BY: K.R.H.	SCALE: NOT TO SCALE	FILE: land-ex-rmap.dwg
DRAWN BY: P.C.L.	DATE: NOV. 1999	DWG NO. 1 OF 1
APPROVED BY: T.B.		

### Elmendorf Air Force Base & Fort Richardson Army Base:

ARRC proposes to make track realignment improvements within an existing ten-mile section of mainline track just north of Anchorage (ARRC mile 117.35 to mile 127.5). This section of track traverses through Elmendorf Air Force Base and Fort Richardson and contains 25 curves with a curvature of more than two degrees (ten curves are over eight degrees). In terms of equipment and rail wear and tear as well as safety, the railroad industry generally strives for less curvature. For example, rail on a ten degree curve has 90% less rail life than rail on tangent track.

To straighten these curves, the ARRC must gain state and federal approval to exchange approximately 229 ARRC acres for approximately 225 military acres.

This route will require construction of a new roadbed (subgrade) to accommodate double track widths, which refers to two sets of tracks constructed parallel to each other and having a minimum 15 foot separation between their centerline locations. Double tracking is necessary to better accommodate the increased number of passenger and freight trains that are being operated on the main line. ARRC's present and future business requires this capital improvement.



NORTH OF POST ROAD  
EXISTING MP 117.20±  
BEGINNING OF PROJECT  
STATION 0+00

NORTH SOUTH RUNWAY  
EAST WEST RUNWAY

EXISTING TRACK  
CENTERLINE

PROPOSED "BLEND"  
ROUTE CENTERLINE

**KEY**

- ==== EXISTING TRACK CENTERLINE
- +---+---+--- PROPOSED "BLEND" ROUTE CENTERLINE

**ALASKA RAILROAD CORPORATION**  
OFFICE OF THE CHIEF ENGINEER  
P.O. BOX 107500, ANCHORAGE, ALASKA 99510-7500 (907) 265-2456

PROJECT: **BLEND ROUTE ACROSS  
EL MENDORF AFB TO FT. RICHARDSON**

D.R.C.: **MILEPOST 118 TO 122**

DESIGNED BY: K.R.H.  
DRAWN BY: P.C.L.  
APPROVED BY: I.D.

SCALE: 1"=2000'  
DATE: OCT. 1999

FILE: BASEAUC1.DWG  
DWG NO. **1** OF **2**

EAGLE RIVER BRIDGE  
EXISTING MP 127.5  
END OF PROJECT



**KEY**

- =====  
EXISTING TRACK CENTERLINE
- =====  
PROPOSED "BLEND" ROUTE CENTERLINE

EXISTING TRACK CENTERLINE

PROPOSED "BLEND" ROUTE CENTERLINE



**ALASKA RAILROAD CORPORATION**  
OFFICE OF THE CHIEF ENGINEER  
P.O. BOX 107500, ANCHORAGE, ALASKA 99510-7500 (907) 265-2456

PROJECT :

**BLEND ROUTE ACROSS  
ELMENDORF AFB TO FT. RICHARDSON**

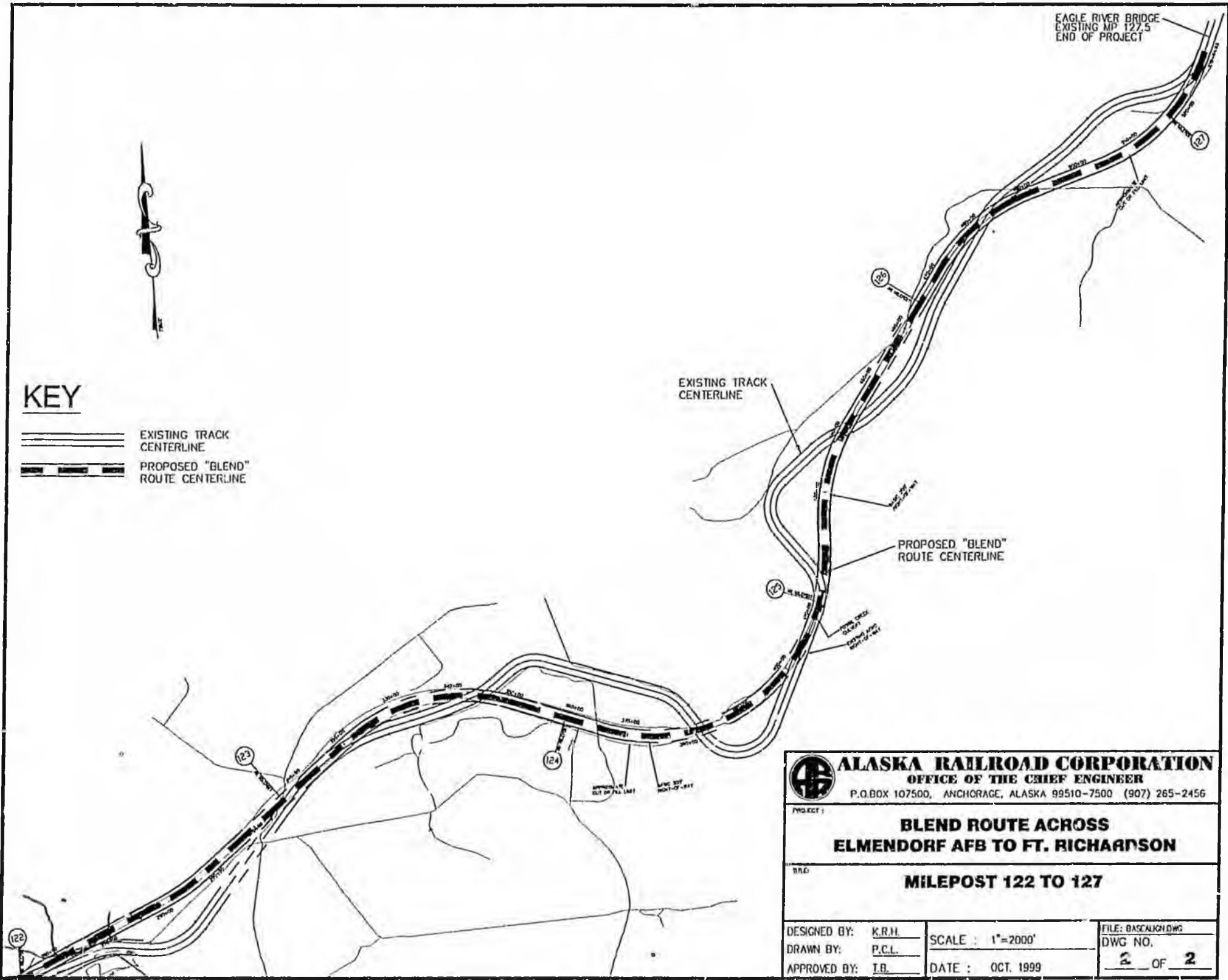
TRK :

**MILEPOST 122 TO 127**

DESIGNED BY: K.R.H.  
DRAWN BY: P.C.L.  
APPROVED BY: I.B.

SCALE : 1"=2000'  
DATE : OCT. 1999

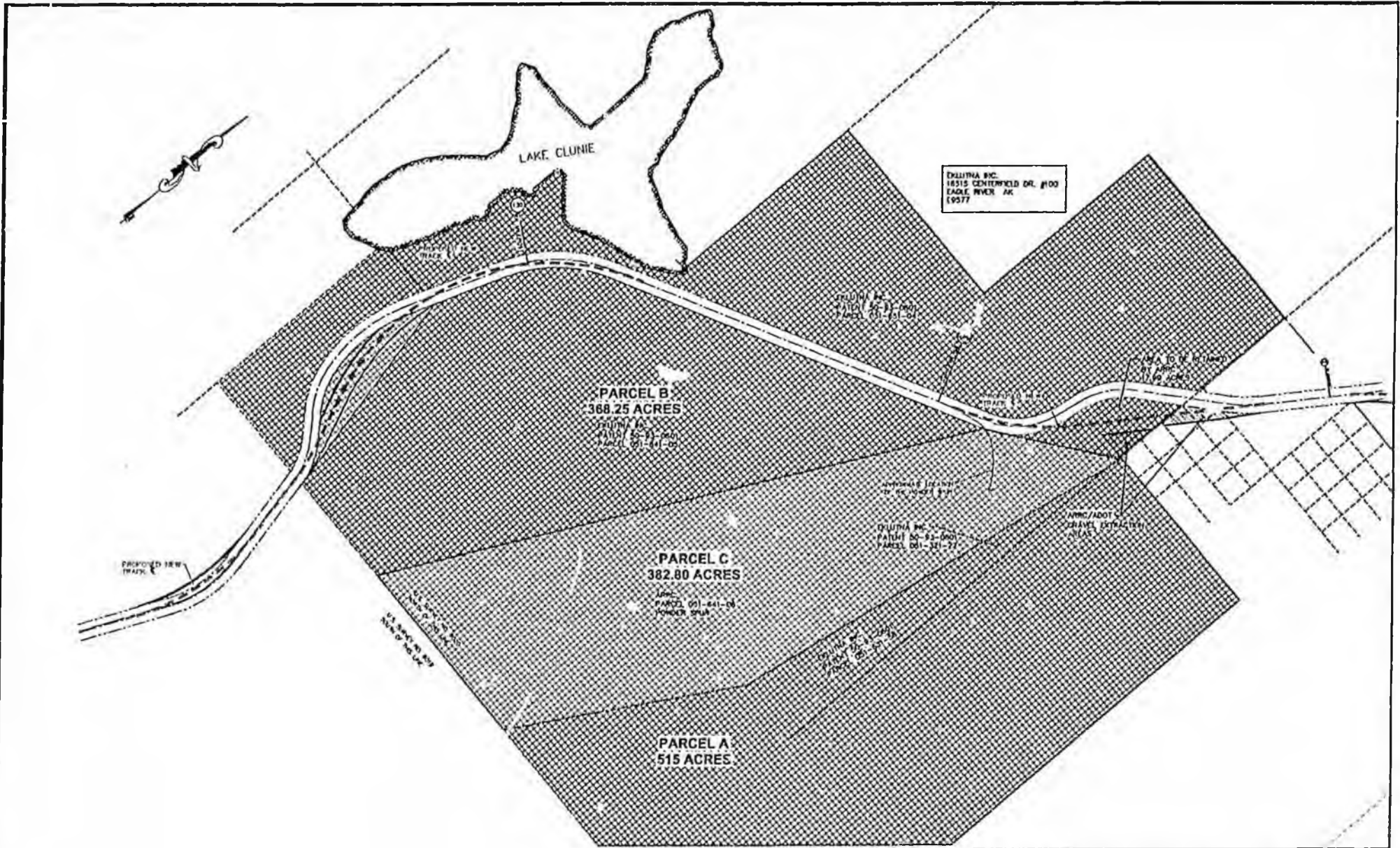
FILE: BASCALGH.DWG  
DWG NO.  
2 OF 2





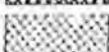

**Eklutna, Inc.:**


The ARRC has entered into a memorandum of understanding with Eklutna, Inc. outlining the various property settlements agreed to by both parties. (memorandum dated August 4, 1999 attached).

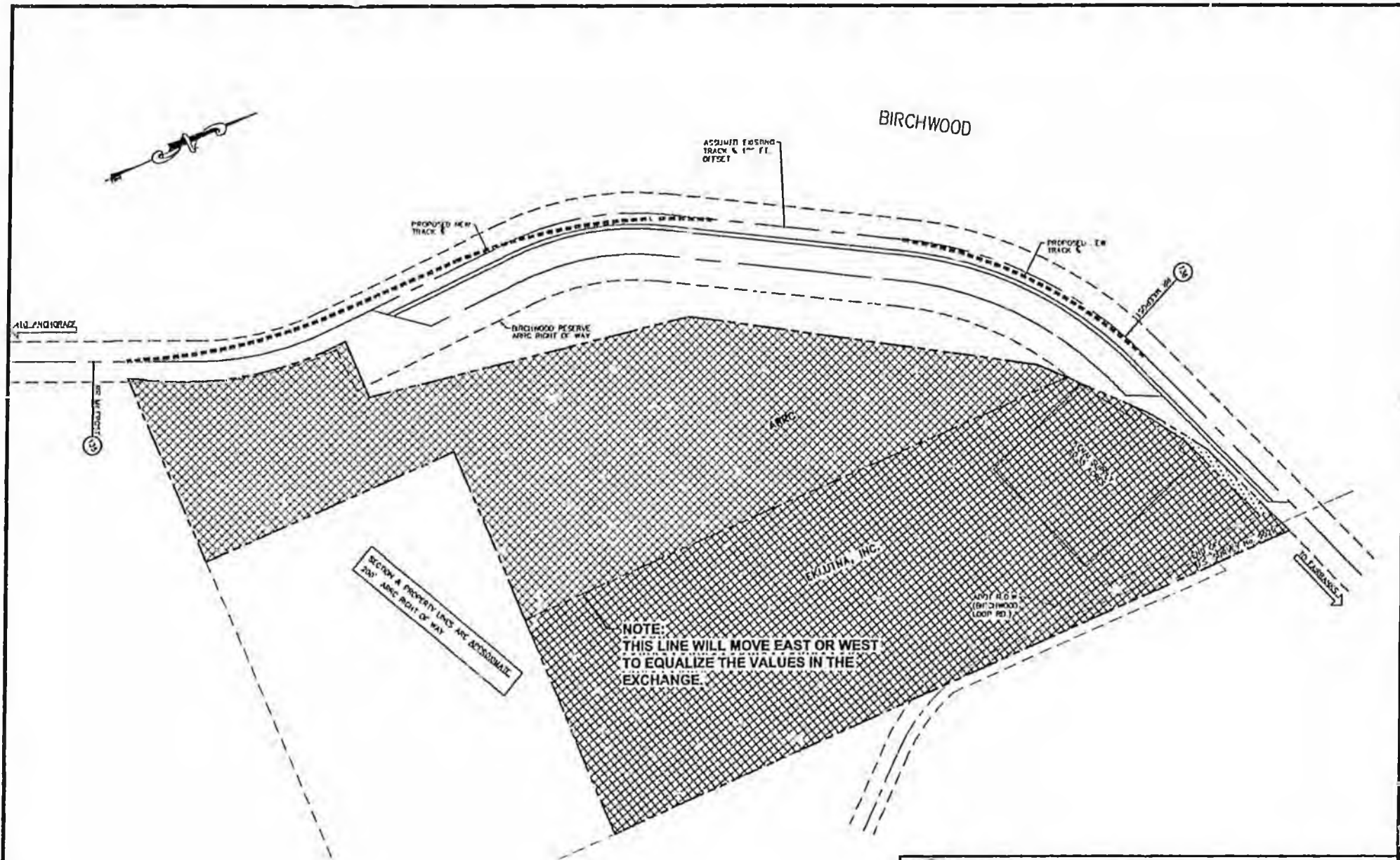
The ARRC and Eklutna, Inc. have agreed to exchange certain parcels of land for equal value. Eklutna, Inc. would receive approximately 384 acres (Parcel "C"/Powder Reserve). The ARRC would receive six parcels (approximately 65 acres) for track realignment near mile posts 133, 140, 142, 146, and 151, and enough land near the Birchwood Airport to create an equitable exchange. All land values are being determined by a contracted, third party appraiser.







**KEY**


-  LAND EXCHANGED TO EKLUTNA FROM ARRC
-  LAND RETAINED BY EKLUTNA
-  LAND EXCHANGED TO ARRC FROM EKLUTNA
-  LAND RETAINED BY ARRC

 <b>ALASKA RAILROAD CORPORATION</b> OFFICE OF THE CHIEF ENGINEER P.O. BOX 107500, ANCHORAGE, ALASKA 99510-7500 (907) 265-2456		
PROJECT : <b>EAGLE RIVER TO WASILLA MP 128.8 TO MP 158.5</b>		
TITLE : <b>MILEPOST 129 TO 131 ARRC &amp; EKLUTNA, INC. PARCELS</b>		
DESIGNED BY: <u>K.R.H.</u>	SCALE : NOT TO SCALE	FILE: 131-135COMB0.DWG
DRAWN BY: <u>P.C.L.</u>	DATE : SEPT. 1999	DWG NO. <b>1</b> OF <b>2</b>
APPROVED BY: <u>T.B.</u>		



**KEY**

-  LAND EXCHANGED TO EKLUTNA FROM ARRC
-  LAND RETAINED BY EKLUTNA
-  LAND EXCHANGED TO ARRC FROM EKLUTNA
-  LAND RETAINED BY ARRC

 <b>ALASKA RAILROAD CORPORATION</b> OFFICE OF THE CHIEF ENGINEER P.O. BOX 107500, ANCHORAGE, ALASKA 99510-7500 (907) 265-2456		
<b>EAGLE RIVER TO WASILLA</b> <b>MP 128.8 TO MP 158.5</b>		
<b>MILEPOST 135 TO 136</b> <b>ARRC &amp; EKLUTNA, INC. PARCELS</b>		
DESIGNED BY: K.R.H.	SCALE : NOT TO SCALE	FILE: 131-135COMB0.DWG
DRAWN BY: P.C.L.	DATE : SEPT. 1999	DWG NO.
APPROVED BY: T.B.		<b>2</b> OF <b>2</b>

### **Chugach Alaska Corporation:**

The Department of Transportation and Public Facilities (DOT) has bid reconstruction of the Seward Highway from mile post 8 to 18. At approximately mile post 14, the Seward Highway crosses the Alaska Railroad. As part of the DOT's highway relocation project, DOT will grade separate this crossing by building a highway overpass. The grade separation involves a realignment of the Alaska Railroad onto Chugach Alaska Corporation land.

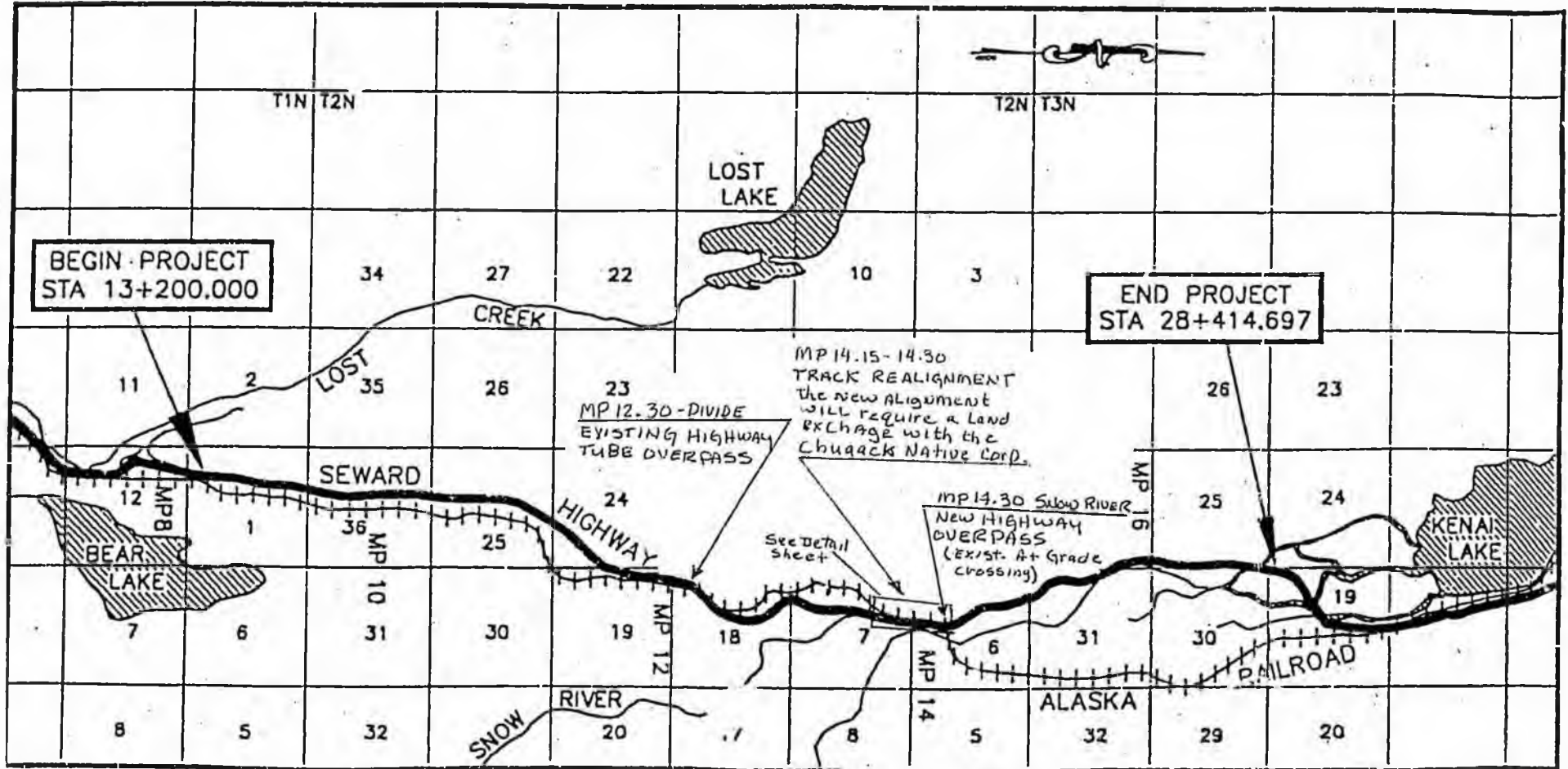
To realign its track for DOT's highway project and retain a 200 foot right-of-way, the ARRC will exchange land with Chugach Alaska Corporation. The ARRC will convey to Chugach Alaska Corporation 6.4 acres of railroad right-of-way (utility corridor) between railroad mile posts 14 and 15. Chugach Alaska Corporation will convey an equivalent interest in real property onto which the railroad utility corridor may be relocated.

Chugach Alaska Corporation will then grant DOT an easement in perpetuity so that DOT can reconstruct the Seward Highway. This will satisfy Chugach Alaska Corporation policy for a "no net loss" land exchange.

A memorandum of understanding between DOT, ARRC and Chugach Alaska Corporation has been drafted. Once finalized, copies will be available.

Seward Highway ARRC Realignment

LOCATION MAP



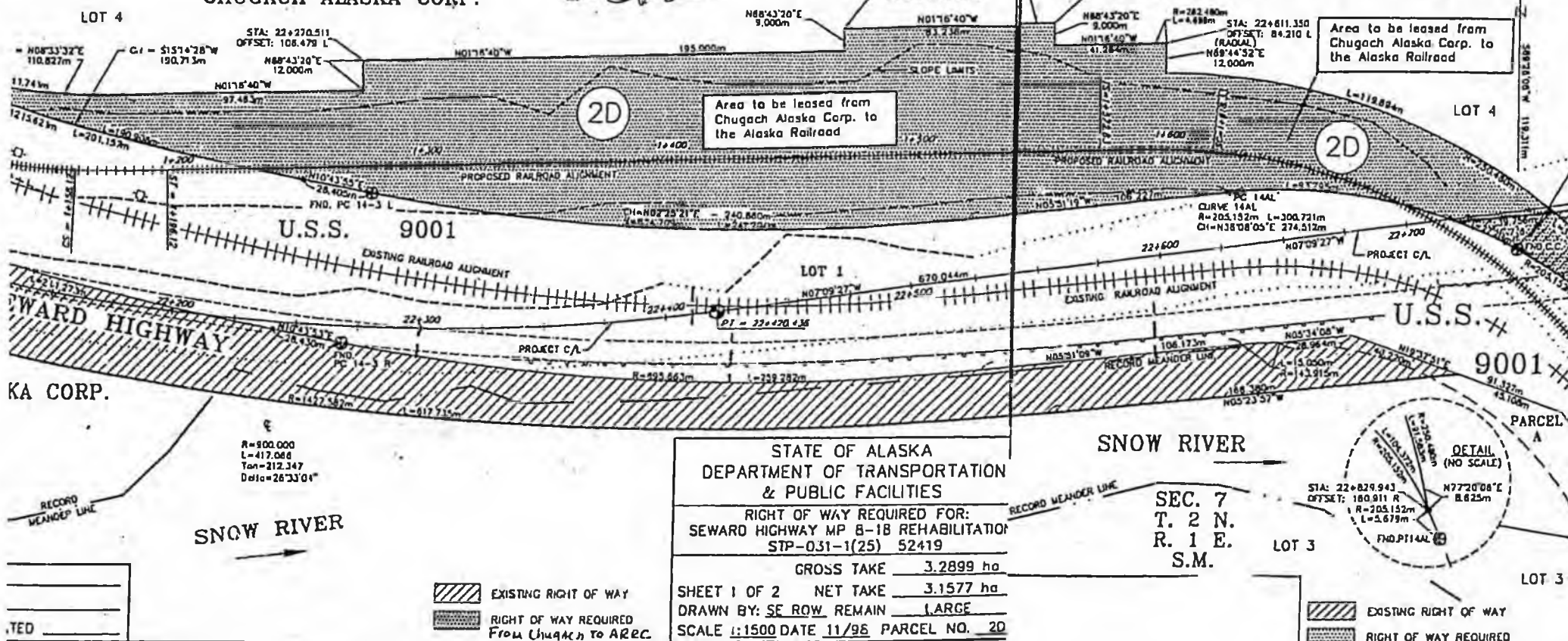
W.1/2 SEC. 7  
T.2N., R.1E. S.M. UNSURVEYED

STATE OF ALASKA (TENTATIVE APPROVAL)

W1/2 SEC. 7, T.2N., R.1E. S.M. UNSURVEYED

CHUGACH ALASKA CORP.

CHUGACH ALASKA CORP.



STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES

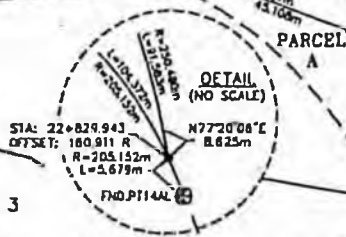
RIGHT OF WAY REQUIRED FOR:  
SEWARD HIGHWAY MP 8-18 REHABILITATION  
STP-031-1(25) 52419

GROSS TAKE 3.2899 ha  
NET TAKE 3.1577 ha

DRAWN BY: SE ROW REMAIN LARGE  
SCALE 1:1500 DATE 11/96 PARCEL NO. 20

SNOW RIVER

SEC. 7  
T. 2 N.  
R. 1 E.  
S.M.



EXISTING RIGHT OF WAY  
RIGHT OF WAY REQUIRED From Chugach to ARCC.

EXISTING RIGHT OF WAY  
RIGHT OF WAY REQUIRED