FISCAL NOTE

No: 3

Bill Version: HB 131
(H) Publish Date: 4/1/99

STATE OF ALASKA
1999 LEGISLATIVE SESSION

Revision Date/Time (Note if correction) _____
Dept. Affected DOT&PF
Title Anchorage Coastal Wildlife Refuge
BRU Commissioners Office
Component _____
Sponsor Representative Green
Requester (H) RES
Component Serial No. _____

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0
CAPITAL EXPENDITURES	**	**	**	**	**	**
CHANGE IN REVENUES ( )						

FUND SOURCE (Thousands of Dollars)

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

Estimate of any current year (FY99) cost: **

POSITIONS

Full-time						
Part-time						
Temporary						

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

** The DOT/PF has a project in the environmental document stage that will be directly affected by the passage of HB131. The project is the Anchorage Coastal Trail – Southern Extension and is being developed by AMATS. Over $300k has been expended to date on the project. The project's total estimated cost including environmental document, right-of-way acquisitions, and design and construction is roughly $8 million. If the public scoping process resulted in a route through the refuge then the environmental document approval would be subject to the "Section 4(f)" provisions addressed in 23 CFR 771.135. Section 4(f) requirements set an extraordinarily high standard including a determination that "There is no feasible and prudent alternative to the use of land from the property." The project is also under the NEPA/404 Merger agreement, meaning that all permits needed for the project must be obtained prior to final approval of the environmental document. Meeting this standard will be very expensive. Failing then to obtain legislative approval, through the passage of a law allowing an easement through the refuge, would mean the expenditures to complete the environmental process will be fruitless. Alternatively, adding HB 131 to the existing burden of environmental approvals may be too great a burden for AMATS to continue development of the project, resulting in the loss of expenditures to date.

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Approved by Commissioner
Date 3/31/99
Agency Department of Transportation and Public Facilities

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