

Introduced: 2/24/83
Referred: Transportation
and Finance

1 IN THE SENATE

BY KERTTULA

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SENATE CONCURRENT RESOLUTION NO. 5

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IN THE LEGISLATURE OF THE STATE OF ALASKA

4

THIRTEENTH LEGISLATURE - FIRST SESSION

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Requesting the Department of Transporta-

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tion and Public Facilities to recon-

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struct and upgrade the Petersville Road

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in Matanuska-Susitna Borough.

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

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WHEREAS in response to an overwhelming statement of need by the people

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of the Matanuska-Susitna Borough who live in the Trapper Creek area that

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the Petersville Road is in an unsafe and deplorable condition; and

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WHEREAS the population in the area is rapidly increasing from several

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miners is occurring in the Fairview Hills and Cache Creek country; and

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WHEREAS an increasing number of tourists are using the road to see the

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not adequately constructed past mile seven to safely fulfill this purpose;

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and

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WHEREAS an inadequate culvert at Trapper Creek frequently causes

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flooding; and

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WHEREAS the road is inadequate given the amount of traffic using it;

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BE IT RESOLVED by the Alaska State Legislature that in response to

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Department of Transportation and Public Facilities to reconstruct and

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upgrade the Petersville Road in the Susitna Valley.

THE LEGISLATURE OF THE STATE OF ALASKA
THIRTEENTH LEGISLATURE

FISCAL NOTE

I. REQUEST

Bill/Resolution No. SCR 5
 Title Requesting DOTPF to reconstruct and upgrade Petersville Rd.
 Requested by House Finance Committee Date 6/15/83

II. FISCAL DETAIL

Agency Affected DOTPF
 Program Category Affected _____
 BRU, Program, Or Subprogram(s) Affected _____
 (Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL		-----				

FUNDING (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)

The FY 84 capital budget includes funding in the amount of \$1,100,000 for planning and engineering of Petersville Road. Only \$100,000 of this is general fund money; the rest is federal funds.

Therefore, no additional funding is needs to be noted on this fiscal note.

IV. DATE 6/15/83 PREPARED BY AI Adams, Chair *BPA*
 AGENCY House Finance Committee
 Original: Legislative Finance PHONE 465-3706
 cc: Budget and Management
 Prime Sponsor (First Legislator Named)
 33-001 (Rev. 12/82)

The following individuals may testify on SCR 5:

Senator Kerttula (or staff), sponsor

A representative of DOTPF

SCR 5: Background

Senator Kerttula sponsored SCR 5, requesting an upgrade of the Petersville road, in an effort to encourage the Department of Transportation and Public Facilities to improve the road. Petersville Road is a state maintained road that extends approximately 20 miles west from the Parks Highway near Talkeetna into an area just south of Denali National Park.

The Department of Natural Resources has conducted homesite, subdivision and agricultural land disposals in the area. In order for the owners of the property to have appropriate access to their land, the road should be improved.

At present, the road is in reasonable condition in the first 7 miles. However, it deteriorates rapidly and is in poor condition for the next 12 to 13 miles.

Attached are the minutes of the Senate Transportation Committee meeting of March 17 at which this resolution was considered. The discussions at this meeting appropriately capture the rationale of this resolution.

Also attached is a petition from property owners in the area served by the Petersville Road requesting that it be upgraded.

Attachments

SENATE TRANSPORTATION
STANDING COMMITTEE
March 17, 1983
1:30 p.m.

Members Present: Senator Moss, Chairman
Senator Fahrenkamp, Vice Chairman
Senator Kerttula
Senator Gilman
Senator Faiks

COMMITTEE CALENDAR

- SCR 5 Requesting the Department of Transportation and Public Facilities to reconstruct and upgrade the Petersville Road in Matanuska-Susitna Borough.
- SCR 6 Encouraging the upgrading and resurfacing of the Old Glenn Highway from the Knik River to the Matanuska River.
- SCR 7 Encouraging the extension of a four-lane highway from the Eklutna Flats to the Palmer-Wasilla "Y".
- SCR 9 Requesting that the Farm Loop Road in the Matanuska-Susitna Borough be upgraded.

WITNESS REGISTER

Senator Jalmar M. Kerttula
Pouch V
Juneau, Alaska 99811
Phone: 465-3771
Position Statement: Sponsor

Warren Sparks
Planning and Programming
Department of Transportation and Public Facilities
Pouch Z
Juneau, Alaska 99811
Phone: 364-4324
Position Statement: Available for Questions

PREVIOUS ACTION

None

TAPE #5, Side A
Recording
Number

ACTION NARRATIVE

- 000 Chairman Moss called the meeting to order at 1:30 p.m., noting that a quorum was present, consisting of Senators Fahrenkamp and Kerttula and himself. He also noted that Warren Sparks, from the Planning and Programming section of the Department of

Transportation and Public Facilities (DOT/PF), was present to testify on the fiscal notes prepared by the Department for the Senate Concurrent Resolutions under discussion. Senator Faiks and Gilman arrived at this time.

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Senator Kerttula gave his testimony on the SCRs, saying that he submitted them on order to encourage DOT/PF staff to study these needs and work them into their statewide plans. SCR 5, Kerttula noted, is requesting the programming section to upgrade the Petersville Road, directly west of Talkeetna. He indicated that the State has awarded home lots and agricultural land in this area, and that the road from the "Y" at Trapper's Creek is gravel for the first four or five miles, and then disintegrates. Kerttula suggested that DOT/PF staff consider it for Federal Aid to Highways, and upgrade it as soon as is reasonable on their priority list.

Kerttula indicated SCR 6 was submitted in support of petitions from several hundred people to resurface the road. Kerttula indicated that the road receives a tremendous amount of traffic from the Knik River Bridge to Palmer and is full of chuck holes. Kerttula noted that DOT/PF staff indicated the cost of reconstruction of the road would cost five million dollars. Kerttula said that he was thinking of resurfacing the road rather than reconstructing it, and he thought resurfacing should cost only between three and four million dollars.

--Kerttula noted that this Committee had already passed SCR 7 in the form of a bill (SB 6), and indicated that he felt that if DOT/PF staff didn't feel there was sufficient Federal Aid funding available, at least SCR 7 would give them the authority to plan and design for that four-lane from the end of Eklutna Flats to the Palmer-Wasilla "Y". Kerttula noted that DOT/PF staff had prepared a fiscal note which estimates the cost of the four-lane at a figure of considerably less than estimated in the Bill.

In regard to SCR 9, Kerttula indicated that the Farm Loop road is one of the oldest roads in the Matanuska Valley. It was a farm road, Kerttula indicated, but now is a State highway and needs upgrading to accommodate the population. Kerttula indicated that all of the Resolutions are intended to be messages to DOT/PF staff that these roads need to be improved.

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Senator Fahrenkamp asked if the area indicated in SCR 5 was in the Borough. Kerttula indicated that part of the area might be in the Borough, heading toward the back end of Mt. McKinley. The far end of it goes around Denali, and the area is only technically, if at all, in the Borough area.

Senator Faiks asked if the work could be done with LSR&T funds, and Kerttula replied that it had never been tried. Kerttula indicated that he would prioritize SCR 6 as first in importance and SCR 5 second.

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Chairman Moss recognized Warren Sparks, from the Planning and Programming section of DOT/PF, who was present to testify on the fiscal notes prepared by DOT/PF staff. Mr. Sparks apologized for not having a fiscal note on SCR 9, indicating that DOT/PF staff was not able to get it down to Juneau in time. In response to a question from Senator Gilman, Mr. Sparks indicated that fiscal notes are prepared by the personnel in the DOT/PF region in which the project is located. The fiscal note is then sent to the Commissioner's office and transmitted to the Legislature.

362

Senator Moss asked if the fiscal note on SCR 5 was prepared considering the possibility of Federal Aid on that particular stretch of the highway. Sparks indicated that the route is a designated Federal Aide route, the first six or seven miles of which was reconstructed in the late 1960's, and that DOT/PF staff has been working with staff of the Department of Natural Resources, Division of Parks, to restore the road. Sparks indicated that DOT/PF staff proposed to do the project in two sections, mile 7 and mile 19 in the first section, and miles 19 and 36 in the second section. Sparks indicated that money for the engineering on SCR 7 (SB 6) has already been requested in DOT/PF's budget submission.

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Senator Fahrenkamp indicated that the resolutions point out the need for the Senate Transportation Committee to look at long-range plans. Kerttula indicated that the Governor intends statewide studies, and noted that the Transportation Committee is a new committee and it would probably be next year before the Committee is ready to prepare a statewide plan.

643

Senator Gilman indicated that the Transportation Committee ought to examine the administration's six-year plan, after giving the new administration a chance to examine the six-year plan they inherited. Gilman suggested that the function of the Transportation Committee should be to review those six-year plans. He emphasized that when the Committee has agreed on a six-year plan, it is important not to deviate from it drastically, because the public is confused when they find work for their area scheduled in a long-range plan one year, and dropped out the next. If they have some reasonable assurance that there is going to be some addressing of the transportation problems within their area, they will not be so anxious every time a supplementary budget is being proposed.

Senator Kerttula agreed, adding that any process used to develop a plan should allow for legislative input in the development period, so that the plan can have legislative support.

643

Senator Gilman indicated that a series of five-year plans is needed. He indicated that a five-year plan is needed for the interstate highway system, using most of the Federal dollars available to build an interstate system, and based on all the formalities involved in dealing with the Federal Government to build a Federal road. But there should also be a five-year plan for the airport system, Gilman indicated, and one for docks, and

one for other secondary roads. Gilman stated the money shouldn't all be appropriated to the interstate highway system, or to any one part of the system, but that long-range financial planning can be used to indicate what roads should be built first. Gilman suggested that that should not be the responsibility of a particular committee, but should be the result of discussions among various committees.

714 Senator Faiks asked whether this planning was something that could be accomplished during the interim. Senators Moss and Kerttula agreed that it could perhaps best be done during the interim, when legislators would not be involved in so many different committees, as they are during the session.

743 Senator Fahrenkamp moved that all of the SCRs before the committee be moved with individual recommendations. The motion passed unanimously.

780 Chairman Moss adjourned the meeting at 2:15 p.m.

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Referred: Transportation
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STATE OF ALASKA
FISCAL NOTE

Fiscal Note to accompany
Revision Date March 17, 1983
Bill Furnished H. File
6/10/83

REQUEST

Bill/Resolution No.: SCR 6
Title: Encouraging the upgrading and resur-
facing of the Old Glenn Hwy from the
Knik River to the Matanuska River.

II. FISCAL DETAIL

Agency Affected: DOT/PF
Program Category Affected:

Sponsor: Kerttula
Requestor:

BRU; Program of Subprogram(s) Affected:

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL OPERATING						
CAPITAL	-	100.0	100.0	100.0	5,277.2	5,472.4
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND	-	100.0	100.0	100.0	5,277.2	5,472.4
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS:

FULL TIME						
PART TIME						
TEMPORARY						

II. SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

Not identified in SCR 6

IV. ANALYSIS: See Attached for Analysis.

Prepared by: Reed Gibby
Division: Planning & Programming

Phone: 266-1652
Date: 3/15/83

Approved by Commissioner: *[Signature]*
Department: Transportation & Public Facilities

Date: 3/17/83

Distribution:

- Original to Legislative Finance
- Copy to Office of Management and Budget (for Legislature introduced bills)
- Copy to Department (for Governor introduced bills)
- Copy to Sponsor
- Copy to Requestor (if different from Sponsor)

3/8/83

IV. Analysis

The estimated costs of this project in FY'83 dollars are as follows:

Preliminary Engineering	\$ 327,000
Right of Way Acquisition	111,000
Construction	6,813,000

All costs are assumed to inflate at 10% per year.

The preliminary engineering is assumed to require 42 months and was allocated as follows:

FY'84	\$100,000
FY'85	100,000
FY'86	100,000
FY'87	104,700

The Right of Way acquisition was assumed to occur in FY'87 at a cost of \$162,500.

The construction phase was assumed to last 2 years and was allocated as follows:

FY'87	\$5,000,000
FY'88	5,472,400

The Old Glenn Highway is designated as a Federal-Aid Secondary route, however this analysis assumes that project funding would be from the State General Fund. If federal funding was used approximately 90% of the project costs would be eligible for federal funding. This analysis also assumes that replacement of the bridge across the Matanuska River is not included in the project.