

COMMITTEE REPORT
SENATE

FURTHER:

3/18/83

Date: 5/6/83

Mr. President:

The Committee on FINANCE has had SCR 5

Requesting the Department of Transportation and Public Facilities to reconstruct and upgrade the Petersville Road in Matanuska-Susitna Borough

under consideration and (a majority of the committee) (the committee) reports it back with the following recommendations:

- do pass do not pass
- do pass with attached amendments(s) same title
- replace with CS for _____ new title
- and recommends _____
- AND attaches a "Letter of Intent" New Fiscal Note
- reports it back without recommendation *FN 3/17/83 750.0*
Attached to bill
5/10/83
- referred to the _____ Committee

MEMBERS SIGNING
DO PASS

MEMBERS HAVING
OTHER RECOMMENDATIONS:

CHAIRMAN
W. Pass

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

1 IN THE SENATE

BY KERTTULA

2

SENATE CONCURRENT RESOLUTION NO. 5

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

THIRTEENTH LEGISLATURE - FIRST SESSION

5

Requesting the Department of Transporta-

6

tion and Public Facilities to recon-

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struct and upgrade the Petersville Road

8

in Matanuska-Susitna Borough.

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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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state land disposals off Petersville Road; and

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WHEREAS substantial mining activity and use of Petersville Road by

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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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magnificent view of Mt. McKinley; and

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WHEREAS there are a growing number of school age children living on

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the Petersville Road who need to be able to get to school, but the road is

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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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overwhelming need, the governor is respectfully requested to direct the

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Department of Transportation and Public Facilities to reconstruct and

29

upgrade the Petersville Road in the Susitna Valley.

STATE OF ALASKA
FISCAL NOTE

Revision Date March 17, 1983

I. REQUEST

Bill/Resolution No.: SCR 5
Title: Requesting DOT/PF to reconstruct
and upgrade the Petersville Road in
Manatuska-Susitna Borough.

Sponsor: Kerttula
Requestor:

II. FISCAL DETAIL

Agency Affected: DOT&PF
Program Category Affected:

BRU, Program or 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	-	750.0	750.0	750.0	34,466.8	27,551.8
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND	-	750.0	750.0	750.0	34,466.8	27,551.8
FEDERAL FUNDS						
OTHER (Specify Source)						

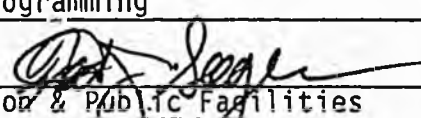
POSITIONS:

FULL TIME						
PART TIME						
TEMPORARY						

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

Not identified in SCR 5

IV. ANALYSIS: See Attached Analysis.

Prepared by: Reed Gibby Phone: 266-1652
Division: Planning and Programming Date: 3/15/83
Approved by Commissioner:  Date: 3/17/83
Department: Transportation & Public Facilities

Distribution:

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

3/8/83

SCR 5 (Cont'd)

IV. Analysis

The reconstruction of Petersville Road to a standard 28 foot wide gravel road was separated into two road segments for cost estimation purposes. The two road segments are:

1. MP 7 - 19
2. MP 19 - 36 (end of State maintenance)

The segment of the road for MP 0 - 7 is currently constructed to a 28 foot width.

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

	<u>MP 7 - 19</u>	<u>MP 19 - 36</u>	<u>Total</u>
Preliminary Engineering	\$ 675,000	\$ 1,309,000	\$ 1,984,000
Right-of-Way	100,000	100,000	200,000
Construction	<u>13,715,000</u>	<u>26,615,000</u>	<u>40,330,000</u>
Total	\$14,490,000	\$28,024,000	\$42,514,000

All costs are assumed to inflate at 10% per year over the development of the project.

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

	<u>MP 7 - 19</u>	<u>MP 19 - 36</u>	<u>Total</u>
FY'84	\$250,000	\$500,000	\$750,000
FY'85	250,000	500,000	750,000
FY'86	250,000	500,000	750,000
FY'87	78,000	96,000	174,000

Right-of-way acquisition was assumed to be completed in FY'87 and was allocated as follows:

	<u>MP 7 - 19</u>	<u>MP 19 - 36</u>	<u>Total</u>
FY'87	\$146.4	\$146.4	\$292.8

The construction phase was assumed to be completed during FY'87 and FY'88 and was allocated as follows:

	<u>MP 7 - 19</u>	<u>MP 19 - 36</u>	<u>Total</u>
FY'87	\$12,000,000	\$22,000,000	\$34,000,000
FY'88	8,888,100	18,663,700	27,551,800

BILL SHEFFIELD, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

POUCH Z
JUNEAU, ALASKA 99811
PHONE: (907) 465-3900

OFFICE OF THE COMMISSIONER

January 10, 1984

Re: Fiscal Note Transmittal

Distribution

The Department of Transportation and Public Facilities hereby transmits the fiscal note and supporting documentation for the legislation identified below. This transmittal supersedes all previous distributions.

Bill No.: SCR 5

Title : "...Reconstruct Petersville Road..."

Sponsor : Kerttula

Sincerely,



Ed Cronick
Legislative Liaison
Department of Transportation
& Public Facilities

DISTRIBUTION:

Legislative Finance

Legislative Sponsor - Kerttula

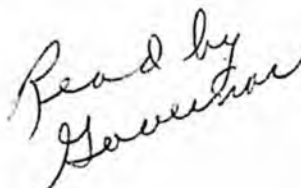
Requestor - N.A.

Office of Management and Budget - Lisa Emerson

Impacted Agency(ies) Attn: Legislative Liaison - N.A.

Regional Directors of Administrative Services - J. Merrill

Regional Director P&P - R. Snell



STATE OF ALASKA
FISCAL NOTE

Revision Date: 11/30/83

I. REQUEST

Bill/Resolution No.: SCR 5
 Title: Reconstruct Petersville Road
 Sponsor: Kerttula
 Requestor: Transportation and Finance
 Date of Request: 10/1/83

II. FISCAL DETAIL

Agency Affected: DOT&PF
 Program Category Affected: BRU, Program or Subprogram(s) Affected: Design and Construction

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL OPERATING						593.0
CAPITAL	100.0	900.0	750.0	35,150.8	27,551.8	
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND						593.0
FEDERAL FUNDS						
OTHER (Specify Source)						
TOTAL	100.0	900.0	750.0	35,150.8	27,551.8	593.0

POSITIONS:

FULL TIME						2
PART TIME						
TEMPORARY						
TOTAL						

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

Not identified by bill sponsor

IV. ANALYSIS: Attach a separate page for any Analysis

Prepared by: William R. Snell, Director Phone: 266-1462
 Division: Central Region Planning & Programming Date: 11/30/83

Approved by Commissioner: David W. Haugen Date: 11/30/83
 Department: Deputy Commissioner, Central Region

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)

IV. Analysis: 107/83 provided for \$1,000.0 Federal Aid Funds and \$100.0 State Funds for PE and Planning on Petersville Road.

The reconstruction of Petersville Road to a standard 28 foot wide gravel road was separated into two road segments for cost estimation purposes. The two road segments are:

1. MP 7 - 19
2. MP 19 - 36 (end of State maintenance)

The segment of the road for MP 0 - 7 is currently constructed to a 28 foot width.

The estimated costs of this project in FY 84 dollars are as follows (inflated 10% from 83 dollars):

	<u>MP 7 - 19</u>	<u>MP 19 - 36</u>	<u>Total</u>
Preliminary Engineering	\$ 742,500	\$ 1,439,900	\$ 2,182,400
Right of Way	110,000	110,000	220,000
Construction	<u>15,086,500</u>	<u>29,276,500</u>	<u>44,363,000</u>
Total	\$15,939,000	\$30,826,400	\$48,947,800

All costs are assumed to inflate at 10% per year over the development of the project.

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

	<u>MP 7 - 19</u>	<u>MP 19 - 36</u>	<u>Total</u>
FY '84	\$ 100,000	\$ -0-	\$ 100,000
FY '85	250,000	650,000	900,000
FY '86	250,000	500,000	750,000
FY '87	278,000	580,000	858,000

Right-of-Way acquisition was assumed to be completed in FY '87 and was allocated as follows:

	<u>MP 7 - 19</u>	<u>MP 19 - 36</u>	<u>Total</u>
FY '87	\$ 146,400	\$ 146,600	\$ 292,800

The construction phase was assumed to be completed during FY '87 and FY '88 and was allocated as follows:

	<u>MP 7 - 19</u>	<u>MP 19 - 36</u>	<u>Total</u>
FY '87	\$12,000,000	\$22,000,000	\$34,000,000
FY '88	8,888,100	18,663,700	27,551,800

- A. Impact on Existing Programs: Staff resources will be utilized to manage a consultant contract.
- B. Impact on New Programs or Activities: Would compete against other priorities and needs identified in the capital budgeting process.
- C. How figures were derived: Update from cost estimate developed 3/83.
- D. Additional Explanation: Project being developed with Federal aid money to federal standards. At present, the Petersville Road is currently maintained year round from MP 0 to 7 and from May through October from MP 7 to 35. Two maintenance positions and equipment would be added if maintained from 0 - 35 on a year round basis, beginning in FY '89. In 107/83/75/19 the amount of \$100,000 of State funding was appropriated and \$1,000,000 of Federal funding was authorized. The Department has initiated the preliminary engineering on MP 7 - 19 of this project.

The cost estimates in this fiscal note are conceptual and have an accuracy range of -25% to +75%. More accurate cost estimates will be available once the preliminary engineering work has been completed.