

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

1 IN THE SENATE

BY KERTTULA

2

SENATE CONCURRENT RESOLUTION NO. 7

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

THIRTEENTH LEGISLATURE - FIRST SESSION

5

Encouraging the extension of a four-lane

6

highway from the south end of Eklutna

7

Flats to the Palmer-Wasilla "Y".

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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 need for improvements and

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expansion of the heaviest traveled road leading from Anchorage; and

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WHEREAS the Parks/Glenn Highway (Alaska #3) is a state-owned and

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maintained highway; and

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WHEREAS as the population of the Matanuska and Susitna Valleys is

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increasing rapidly due to their favorable location and proximity to Anchor-

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age and many of the residents of this area commute daily to and from

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Anchorage; and

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WHEREAS this is the only major thoroughfare for travel north out of

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Anchorage; and

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WHEREAS large numbers of people travel on holidays and weekends to the

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Matanuska-Susitna Borough for recreation such as skiing, fishing, hunting,

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hiking, camping, picnicking, and other activities; and

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WHEREAS large populations of moose occupy the Eklutna Flats and the

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Knik and Matanuska River deltas and pose a hazard to motorists that a wider

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road would alleviate; and

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WHEREAS the highway is a scenic drive with magnificent views of the

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Talkeetna and Chugach Mountains, the Eklutna Flats, and the Matanuska and

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Knik Rivers; and

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WHEREAS due to these varied reasons there is heavy traffic on the two-

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lane highway;

1 BE IT RESOLVED by the Alaska State Legislature that the governor is
2 respectfully requested to direct the commissioner of transportation and
3 public facilities to request as a high priority, funds from the Federal
4 Highway Administration for the construction of a four-lane highway from the
5 south end of the Eklutna Flats to the Palmer-Wasilla "Y".

STATE OF ALASKA
FISCAL NOTE

Revision Date March 9, 1983

I. REQUEST

Bill/Resolution No.: SCR 7
 Title: Encouraging the extension of a
 4 lane hwy. from the south end of
 Eklutna Flats to the Palmer-Wasilla "Y"
 Sponsor: Senator Kerttula
 Requestor: Senator Kerttula

II. FISCAL DETAIL

Agency Affected: Transportation
 Program Category Affected: _____

BRU, Program of Subprogram(s) Affected: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88
OPERATING		0.0	0.0	0.0		
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LANDS & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL OPERATING		0.0	0.0	0.0		
CAPITAL		20.0	20.0	16.7		
REVENUE		0.0	0.0	0.0		

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS		19.0	19.0	15.9		
OTHER (Specify Source)		NOT IDENTIFIED				
		19.0	19.0	15.9		

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

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

Federal funds available for 95% of project costs. Matching State funds of 5% not identified.

IV. ANALYSIS: Attach a separate page for any Analysis

Prepared By: William Snell Phone: 266-1677
 Division: Planning and Programming Date: 3/3/83
 Approved by Commissioner: *William Snell* Date: 3/16/83
 Department: Transportation and Public Facilities

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)

ANALYSIS:

1. The project costs were assumed to inflate at 10% per year through the life of the project.
2. The preliminary engineering was assumed to take approximately three years to complete. Funding would be required in each of these years. The preliminary engineering work was assumed to be contracted out to a consultant. The initial preliminary engineering funding was assumed to be available in FY'84 (July 1983). The original FY'83 constant cost estimate for the P.E. was \$946,000 which was 3% of the total construction cost. Inflating this cost at 10% per year, the cost of the P.E. phase was assumed to be as follows:

FY'84	FY'85	FY'86
400,000	400,000	334,000

3. The project was assumed to be eligible for 95% federal financing with a 5% State match requirement. Therefore only 5% of the project preliminary engineering costs are included under the Capital Expenditures assigned to this project.
4. The Department currently has the budgetary capability to initiate the FY'84 portion of the preliminary engineering work.

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