

HCR

1-S

SENATE COMMITTEE REPORT

FIRST COMMITTEE OF REFERRAL

Date of ~~UNAVED~~ 3/16/87 5-DAY NOTICE
IN ACCORDANCE WITH UNIFORM RULE 23

FURTHER:

**FISCAL NOTE(S) ATTACHED **
IN ACCORDANCE WITH AS 24.08.035
(see below)

2/12/87

DATE TURNED INTO OFFICE 2/17/87

Mr. President:

FINANCE Committee considered HCR 1

highway between Eklutna and Palmer

and recommended:

- replace with CS _____ same title
- attached amendment(s) and new title
- do pass
- do not pass
- no recommendation
- individual recommendations
- further referral to _____
- letter of intent adopted and attached

** Committee [attached or adopted fiscal note(s)
 zero ~~impact~~ FY fiscal impact

MEMBERS SIGNING DO PASS

Rich Clark
Walter Kowale
[Signature]
[Signature]

OTHER RECOMMENDATIONS

Carl F. Hancock No Rec
Dan G. [Signature] No Rec
[Signature] No Rec

[Signature] Do Pass
Chairman signature and recommendation

Committee Backup Attached

STATE OF ALASKA 1987 LEGISLATIVE SESSION
FISCAL NOTE

REQUEST 1-30-87

Bill Version: HCR 1
Publish Date: HOUSE 2/4/87

Revision Date: 1-30-87
Title: Hwy between Eklutna and Palmer

Agency Affected: DOT&PF
BRU: _____

Sponsor: Menard & Larson
Requestor: Adams

Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 87	FY 88	FY 89	FY 90	FY 91	FY 92
PERSONAL SERVICES						55.0
TRAVEL						
CONTRACTUAL						125.0
SUPPLIES						70.0
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	\$250.0
CAPITAL	\$305.0*	\$200.0*	\$8,000.0*	\$35,100.0	\$17,000.0	-0-
REVENUE	-0-	-0-	-0-	-0-	-0-	-0-

FUNDING: (Thousands of Dollars)

GENERAL FUND	15.2	10.0	421.6	1,849.8	895.9	250.0
FEDERAL FUNDS	289.8*	190.0*	7,578.4*	33,250.2	16,104.1	
OTHER						
TOTAL	305.0*	200.0*	\$8,000.0*	\$35,100.0	\$17,000.0	\$250.0

POSITIONS:

FULL-TIME	-0-	-0-	-0-	-0-	-0-	1
PART-TIME	-0-	-0-	-0-	-0-	-0-	-0-
TEMPORARY	-0-	-0-	-0-	-0-	-0-	-0-

ANALYSIS:

— See attached page —

* Federal Authorization for these amounts has already been received. The Department will request authorization to receive and expend the additional federal funds in subsequent capital budget requests.

Prepared by: William R. Snell (signed) Phone: 266-1440
Division: Deputy Commissioner, Central Region Date: 1/30/87

Approved by Commissioner:  Date: 2/2/87
Agency: _____

Distribution (by preparer):
Legislative Finance
Legislative Sponsor
Requestor
Office of Management and Budget
Impacted Agency(ies)
Senate Secretary

Fiscal Note Analysis
HCR 1

2/4/87

1. Analysis of the fiscal impact on existing programs.

The total cost of the project is estimated to be \$142,000,000. The first phase, the widening of a the Glenn Highway to four lanes from Eklutna to the Parks Highway, is estimated to cost \$60,000,000. The Department already has approximately \$8,000,000 of this authorization which will enable work to continue through FY'89. The additional estimated \$52,000,000 authorization, which will be needed to complete the first phase of the project, will be included in future budget requests.

The ultimate project, which would contain interchanges at the Parks and Old Glenn Highways, is estimated to cost \$142,000,000. The \$100,000 authorization for the Preliminary Engineering of the Glenn Highway/Parks Highway Interchange is anticipated to be requested in FY'90. The balance of the needed funding is beyond the horizon of the 6-year Capital Improvement Program.

2. Analysis of the fiscal impact on new programs.

This project is currently under development.

3. Analysis of how the figures in the fiscal note were developed.

The FY'90 \$35,100,000 and the FY'91 \$17,000,000 capital amounts are the Department's current best estimate of authorization needed to complete the first phase. \$100,000 of the \$35,100,000 amount will allow the start of preliminary engineering for the Parks/Glenn Interchange.

Beginning in FY'92 there would be at least \$250,000 yearly in additional maintenance costs. This is computed by multiplying 30 new lane miles of road: 10 miles x 3 (2 additional lanes + wide shoulders) by the estimated \$7,500 cost per lane mile and providing for \$25,000 annual repairs to the new bridges. If at that time new equipment is required, the costs could be substantially higher.

4. Other information.

The DOT&PF agrees that widening the Glenn Highway from Eklutna to Parks Highway to four lanes is a much needed project, and in fact, has included it as a high priority in the Six Year Capital Improvement Program. Through the Mat-Su Borough planning process, this project has been identified as the top priority project for the area.

Specifically, the ultimate project would widen the Glenn Highway to four lanes from Eklutna to the Parks Highway with interchanges at the Parks and Old Glenn Highways. The first phase of the project (widening to four lanes) is estimated to cost \$60,000,000. The total cost with interchanges is estimated to be \$142,000,000.

The Department spent approximately \$460,000 in FY'83-'85, \$270,000 in FY'86, and we estimate \$305,000 will be spent in FY'87 and \$200,000 in FY'88 on this project. This money was spent to meet project develop requirements of the Federal Highway Administration (FHWA) such as the location report, Draft Impact Statement, etc. As mentioned above, additional authorization will be requested in future budgets when needed.

A community meeting was held in Wasilla on October 29, 1985 to introduce the project and explain the development process of a federal aid project. One of the major hurdles, the Draft Environmental Impact Statement (DEIS), was submitted to the FHWA on December 18, 1986. Following approval of the DEIS by the FHWA, the project will proceed to design. We anticipate that right-of-way acquisition could begin as early as 1989 and construction could be completed in 1992. At this time there is no reason to believe this project cannot be developed in a timely manner.

Wetlands and wildlife habitat impacts are part of the social and environmental issues being addressed in the DEIS. We do not anticipate any problems with the wetlands as the Alaska Legislature exempted the right-of-way for the project from legislation establishing the Palmer Hay Flats Game Refuge (AS 16.20.032), and the U.S. Fish and Wildlife Service and the Corps of Engineers have cooperated with our development efforts. There will be some required wetland mitigation, but the extent will not be known until the DEIS has been accepted by the FHWA.

STATE OF ALASKA 1987 LEGISLATIVE SESSION
FISCAL NOTE

REQUEST: _____

Bill Version : HCR 1

Publish Date : HOUSE 1/28/87

Revision Date: _____

Agency Affected : DOT&PF

Title : Hwy between Eklutna and Palmer

BRU: _____

Sponsor : Menard & Larson

Components : _____

Requestor : Cato

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 87	FY 88	FY 89	FY 90	FY 91	FY 92
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-
CAPITAL	-0-	-0-	-0-	-0-	-0-	-0-
REVENUE	-0-	-0-	-0-	-0-	-0-	-0-

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL	-0-	-0-	-0-	-0-	-0-	-0-

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary) The Dept. of Transportation and Public Facilities has requested federal authorization to continue to develop the Glenn Hwy widening project. Future federal authorization will be requested as needed.

Prepared by: Mark S. Hickey *MST*
Division: Deputy Commissioner, Operations

Phone: 465-3900
Date: 1-26-87

Approved by Commissioner: *Rachel*
Agency: DOT&PF

Date: 1/26/87

- Distribution (by preparer):
- Legislative Finance
 - Legislative Sponsor
 - Requestor
 - Office of Management and Budget
 - Impacted Agency(ies)
 - Senate Secretary

Introduced: 1/19/87
Referred: Transportation
and Finance

1 IN THE HOUSE

BY MENARD AND LARSON

2

HOUSE CONCURRENT RESOLUTION NO. 1

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

FIFTEENTH LEGISLATURE - FIRST SESSION

5

Relating to the highway between Eklutna

6

and Palmer.

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

8 WHEREAS the highway between Eklutna and the Palmer-Wasilla inter-
9 section is a main artery for commercial and residential traffic; and

10 WHEREAS the highway is presently only a two-lane highway; and

11 WHEREAS the latest annual statistics concerning the daily traffic
12 volume reflect a substantial increase in traffic volume; and

13 WHEREAS the commercial and residential use of this highway is expected
14 to increase even further;

15 BE IT RESOLVED that the Alaska State Legislature respectfully requests
16 the Governor to direct the Department of Transportation and Public Facili-
17 ties to proceed as expeditiously as possible with the Glenn Highway widen-
18 ing, Eklutna North project.



Dept. of Transportation & Public Facilities

Position Paper

BILL NO: HCR 1

TITLE: Relating to the Highway
between Eklutna and Palmer

APPROVED: Rocky Gutierrez
Commissioner

DATE: January 26, 1987

The DOT&PF agrees that widening the Glenn Highway from Eklutna to the Parks Highway is a much needed project, and in fact, has included it as a high priority in the Six Year Capital Improvement Program.

Specifically, this project would widen the Glenn Highway to four lanes from Eklutna to the Parks Highway with interchanges at the Parks and Old Glenn Highways. The first phase of the project (widening to four lanes) is estimated to cost \$59,000,000. The total cost with interchanges is estimated to be \$142,000,000.

A community meeting was held in Wasilla on October 29, 1985 to introduce the project and explain the development process of a federal aid project. One of the major hurdles, the Draft Environmental Impact Statement (DEIS), was submitted to the FHWA on December 18, 1986. Following approval of the DEIS by the FHWA, the project will proceed to design. We anticipate that right-of-way acquisition could begin as early as 1989 and construction could be completed by 1991. At this time there is no reason to believe this project cannot be developed in a timely manner.

Wetlands and wildlife habitat impacts are part of the social and environmental issues being addressed in the DEIS. We do not anticipate any problems with the wetlands as the Alaska Legislature exempted the right-of-way for the project from legislation establishing the Palmer Hay Flats Game Refuge (AS 16.20.032), and the U.S. Fish and Wildlife Service and the Corps of Engineers have cooperated with our development efforts. There will of course be some required wetland mitigation. The extent of which will not be known until the DEIS has been accepted by the FHWA.



Matanuska-Susitna Borough

BOX B. PALMER. ALASKA 99645 • PHONE 745-4801

BOROUGH MANAGER

December 2, 1985

A handwritten signature in cursive script, likely belonging to the Borough Manager.

State of Alaska
Department of Transportation
& Public Facilities
Environmental Section
P. O. Box 196900
Anchorage, Alaska 99519-6900

Gentlemen:

Re: Glenn Highway, Eklutna to Parks

The Matanuska-Susitna Borough supports upgrade of the Glenn Highway - Eklutna to the Parks Highway.

We attended sessions where the various environmental consequences of the project have been discussed. We have also evaluated various statements by various public agencies having an interest in the project. In our opinion the various environmental concerns can be dealt with. Since you are dealing with parallel bridges and a parallel causeway, you are dealing with as few environmental variables as you will ever have occasion to deal with on a major project.

We have some minor recommendations which should not appreciably affect the cost of the project. We urge DOT/PF to consider the attached comments of the Borough Planning Department in the design of the project.

The traffic congestion on this route is severe and the threat to safe and efficient vehicle operation will increase with time. The widening to first four and then eventually six lanes is vital. The 1984 ADT (average daily traffic) was approximately 15,500 vehicles. There were 250 traffic accident on this section of the Glenn Highway between 1982 and 1984.

We believe the project should receive the highest priority possible for a timely upgrade.

PROJECT DESCRIPTION

The Glenn Highway is the primary highway route between Anchorage and the rapidly growing Palmer/Wasilla area. Improvements to the Glenn Highway are considered necessary to provide for the existing and projected traffic demand.

The proposed project begins near the railroad overcrossing at Eklutna where the existing four-lane facility terminates. The proposed project ends at a point on the Parks Highway approximately two miles northwest of the Glenn/Parks intersection, and at a point on the Glenn Highway approximately 1.4 miles northeast of the Glenn/Parks intersection. The total length of the project is approximately 13 miles.

The portion of the Glenn Highway to be improved by this project is presently a two-lane rural highway. The proposed improvement would provide a six-lane divided highway. The existing two-lane highway would be widened to three lanes and would be used for northbound traffic. Three new lanes for southbound traffic would be constructed to the west of the existing road.

Access to the new highway would be fully controlled to allow for the most efficient traffic flow. As a result, certain roads and driveways that currently intercept the Glenn Highway would be closed, or rerouted to frontage roads and other access roads that would feed into proposed interchanges. Three interchanges would be constructed: one at the Old Glenn Highway, one at the Glenn/Parks intersection, and one at the proposed New Trunk Road.

Various methods of providing access to the boat launching area at the Knik River are being investigated.

Bridges

Bridges for the southbound lanes of traffic would be constructed downstream of the existing Knik River and Matanuska River bridges. The existing bridges would be widened to serve the northbound lanes.

The three proposed interchanges: Glenn/Parks Interchange, Old Glenn Highway Interchange, and the Trunk Road Interchange would require bridges for grade separations (i.e. overpasses for railroad crossings, etc.).

Frontage Roads

1. A proposed frontage road may provide access to the property served by the driveway at the old FAA towers near Eklutna; this frontage road would funnel traffic to existing roads in Eklutna Village.
2. Access to Rabbit Slough and private property west of the proposed Glenn/Parks Interchange may be provided by a frontage road system. This frontage road system would be accessible via the Parks Highway.
3. Access to Kepler-Bradley State Park and properties north of the proposed Glenn/Parks Interchange may be provided by a frontage road system. This frontage road system would extend from the Old Trunk Road to the Kepler-Bradley Lakes area.

Right-of-Way

Additional right-of-way would be required for the proposed Glenn/Parks Interchange, the proposed Old Glenn Interchange, the proposed Trunk Road Interchange, and portions of the proposed frontage roads. Some businesses and private property may be impacted by right-of-way acquisition.

Wetlands

Approximately 160 acres of wetlands may be filled by the project as presently proposed. These wetlands provide habitat for salmon, moose, waterfowl, and a variety of small mammals.

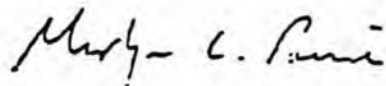
Floodplains

Fill, rip-rap, portions of the highway, and the new river bridges would be placed in the 100 year floodplain of the Knik and Matanuska Rivers.

Your comments on this proposal are needed to ensure that all factors are considered in the preparation of the Environmental Impact Statement and that our final recommendations are in the best overall interest of the public. Transmittal of any information you may have concerning environmental, economic, or social concerns and land use issues would be appreciated, and any comments or suggestions regarding the proposed roadway alignment or other project related concerns are welcomed.

For further information about the project and scoping meetings contact Melanie Caltrider, Environmental Analyst, Central Region ADOT&PF at 266-1507.

Sincerely,



Meryl L. Paine
Environmental Coordinator
Central Region ADOT&PF

MC/MP/mhb

Attachments: Project Map
Agency Scoping Meeting Agenda

Matanuska - Susitna Borough
assembly memorandum

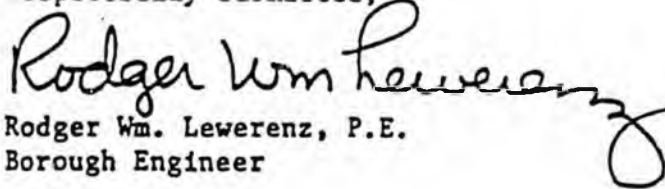
no. TM 84-

from: Department of Public Works date: 1/6/84
subject: Glenn Highway Four Lane Improvement from Eklutna to the Parks Highway Intersection

A number of estimates have been stated publicly over the past several months regarding the cost of construction for the additional two lanes between the Eklutna Flats and the Parks Highway. The Department of Transportation and Public Facilities has two estimates for the four lane work within the limits described above. One estimate is in the amount of \$58,000,000, which would include design, right of way, utilities, construction and contract administration for four-lane highway construction, bridges, etc. between Eklutna and the Parks Highway with signalized intersection at the Parks-Glenn intersection.

A second estimate includes the four-laning with bridges, utilities, right of way design and construction for the project referenced above, except for the intersection at the Parks-Glenn Highway, which would include the ultimate design of an interchange for free traffic flow instead of the signalized intersection in the estimate above. The cost estimate for this work is \$104,548,000.

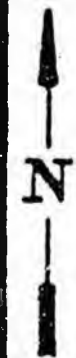
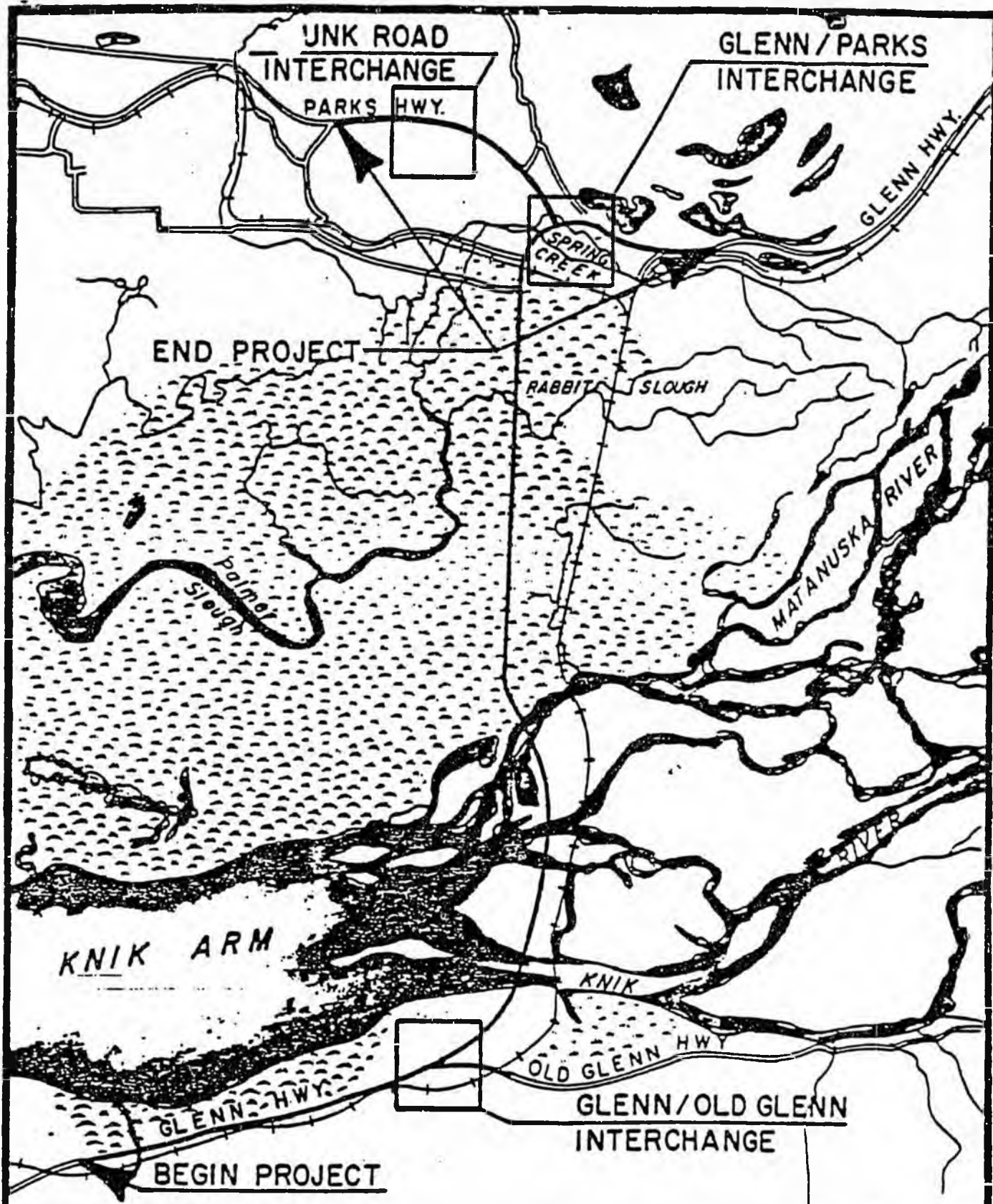
Respectfully submitted,


Rodger Wm. Lewerenz, P.E.
Borough Engineer

Reviewed and approved:

Gary Thurlow
Borough Manager

map



LEGEND

 WETLANDS

SCALE



1" = 1 MILE

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

GLENN HIGHWAY, EKLUTNA
TO PARKS HIGHWAY

1-0A1-5(1)
LOCATION MAP



City/State /Alaska Life /Weather

B

Glenn Highway project gets boost

By James D. Wasserman
Times Journal Bureau

JUNEAU — The House Transportation Committee dealt the Glenn Highway's "dance of death" a minor blow Monday, removing the first of many hurdles to creating a four-lane highway across Eklutna flats.

The committee approved a resolution by Rep. Curt Menard, R-Wasilla, asking the state to commit as soon as possible to a road-widening project between Eklutna and the Parks Highway intersection.

The federal government, which will pay between 80 and 90 percent of the \$142 million cost,

Legislators ask state to make road commitment

has scheduled construction to begin in late 1988 and take three years to finish. But the state, which has already paid \$375,000 toward design costs, has to put up its share of the money before it begins.

"I share those two lanes with 6,930 other commuters during peak hours," said Barbara Hunt, a former Mat-Su borough planning commissioner testifying on behalf of the resolution. "One of the papers called it the dance of death a couple of years ago.

They're not kidding. It's very scary sometimes, many times."

The highway is the main commuting route between Anchorage and the Palmer and Wasilla areas, and the quickest way north for truck traffic. Alaska Truckers Association representative T.J. Thrasher told the committee that truckers get frustrated by traffic bottlenecks on the route.

The resolution, described by committee chairwoman Bette Cato, D-Valdez, as something

"primarily to draw DOT's (Department of Transportation) attention to it," now goes to the House Finance Committee for consideration.

It mirrors a near-identical resolution introduced in the Senate last week by Sen. Jay Kertula, D-Palmer. Kertula also submitted a bill that would put a \$65 million bond issue before voters with the intention of rebuilding both the highway and the railroad corridor across the flats.

He called that the "ultimate"

plan, though, saying it's more likely that the total cost to the state will be \$20 million for just the road and three bridges.

Menard said Mat-Su legislators want to see the project begin as soon as possible so it doesn't lose its federal funding. Among those passing resolutions of support have been the Mat-Su borough and the Palmer and Wasilla chambers of commerce.

"Our selling point is that it's a federal project . . . a big project that would help the economy,"

he said.

Still, committee member Henry Springer, a Bethel Democrat, predicted an uphill battle for the project, considering the state's finances. "My gut feeling is that three years at \$142 million is too much."

Springer said the federal government averages about \$130 million to \$140 million worth of highway construction in Alaska every year.

He suggested the state consider taking longer than three years to keep the annual costs down.

Poll shows most favor seat belt law

By Debbie Relowand
Times Writer

Legislation requiring Alaskans to use seat belts while in their cars is favored by 65 percent of the state's residents, a poll shows, with strong support coming from rural regions and Southeast Alaska.

The survey, conducted by Marc Hellenenthal, consists of interviews with 1,473 residents between Jan. 8 and 17. Samples were taken in all areas of the state, according to Hellenenthal.

Rural residents topped the list of supporters of a safety belt law, with 77 percent of those polled for the measure. More than 74 percent of Southeast residents questioned favor the law, while 69 percent of the Matanuska-Susitna Borough respondents support it. In Anchorage, 65 percent of those polled want a seat belt law.

Other findings of the poll indicate that 58 percent of the

dents voicing support.

The only staunch opposition to seat belt legislation came from the Libertarian Party, with 59 percent of those polled coming down against the proposal.

"This poll points to the fact that the Alaskan public wants to start saving lives, reducing injuries and saving money by adopting a safety-belt-use law," said Frank Bickford, executive director of the Alaska Safety Belt Use Coalition.

During the election, a majority of those seeking legislative seats said they favored a mandatory seat belt bill, and Gov. Steve Cowper is on record as a supporter of the measure.

A bill requiring seat belt use is expected to be introduced in the legislature in mid-February, and already lawmakers are being lobbied on the issue.

During the opening week of the 1987 session, a group of children dressed as clowns visited



Unlocking Rubic's magic

Times photo by Altra Paster