

USCR

3

SENATE COMMITTEE REPORT

FURTHER:

2/6/87

DATE TURNED INTO OFFICE _____

Mr. President:

FINANCE Committee considered SCR 3

Relating to design and construction of a highway from Eklutna to the intersection of the Parks Highway and the Glenr Highway.

and recommended:

replace with CS FOR _____) same title
 or adopt _____ CS FOR _____) new title

attached amendment(s) and

do pass

do not pass

no recommendation

individual recommendations

further referral to _____

letter of intent adopted _____

Committee attached or adopted fiscal note(s)

new updated or previous

zero fiscal impact

MEMBERS SIGNING DO PASS

OTHER RECOMMENDATIONS

Chairman signature and recommendation

Committee Backup Attached

SENATE COMMITTEE REPORT

FIRST COMMITTEE OF REFERRAL

Date of _____ 5-DAY NOTICE
IN ACCORDANCE WITH UNIFORM RULE 23

FURTHER: FINANCE

**FISCAL NOTE(S) ATTACHED _____ **
IN ACCORDANCE WITH AS 24.08.035
(see below)
1/23/87

DATE TURNED INTO OFFICE _____

Mr. President:

TRANSPORTATION Committee considered SCR 3

Relating to design and construction of a highway from Eklutna to the intersection of the Parks Highway and the Glenn Highway.

and recommended:

replace with CS _____ same title

attached amendment(s) and new title

Majority 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 fiscal impact

MEMBERS SIGNING DO PASS

OTHER RECOMMENDATIONS

Tim Kelly
[Signature]
[Signature]

Howard Jones - Do Pass
Chairman signature and recommendation

Committee Backup Attached

STATE OF ALASKA 1987 LEGISLATIVE SESSION
FISCAL NOTE

Bill Version: SCR 3
Publish Date: _____

REQUEST 1-30-87

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

Agency Affected: DOT&PF
BRU: _____

Sponsor: Kerttula, Faiks
Requestor: Jones

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:

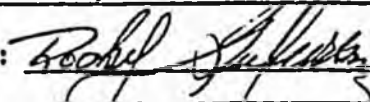
FULL-TIME	-0-	-0-	-0-	-0-	-0-	1
PART-TIME	-0-	-0-	-0-	-0-	-0-	-0-
TEMPORARY	-0-	-0-	-0-	-0-	-0-	-0-

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
SCR 3

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.

Introduced: 1/23/87
Referred: Transportation and
Finance

5-0442A

1 IN THE SENATE

BY KERTTULA AND FAIKS

2 SENATE CONCURRENT RESOLUTION NO. 3

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FIFTEENTH LEGISLATURE - FIRST SESSION

5 Relating to design and construction of a
6 highway from Eklutna to the intersection
7 of the Parks Highway and the Glenn
8 Highway.

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

10 WHEREAS the highway between Eklutna and the intersection of the Parks
11 Highway and the Glenn Highway is presently only a narrow two-lane road; and

12 WHEREAS during times of heavy use the existing roadway is dangerous to
13 drivers and to pedestrians; and

14 WHEREAS the existing road is a major artery for commercial and res-
15 idential traffic; and

16 WHEREAS the commercial and residential traffic on this road is ex-
17 pected to increase even further in the future;

18 BE IT RESOLVED that the Alaska State Legislature respectfully requests
19 the Governor to direct the Department of Transportation and Public Facil-
20 ities to proceed as soon as possible with design and construction of a
21 four-lane highway from Eklutna to the intersection of the Parks Highway and
22 the Glenn Highway.

ALASKA STATE LEGISLATURE

15th Legislature 1st Session

SENATE CONC. RESOL. NO. 3

By KERTTULA, FAIKS

Relating to design and construction of a highway from Eklutna to the intersection of the Parks Highway and the Glenn Highway.

Introduced in the Senate 1/23, 1987

HISTORY IN THE SENATE

19 87

1 23

26

Read first time and referred to Committee on

TRAP. & FINANCE

Reported back with recommendation that *trap. & finance*

Read second time and

Read third time and

PASS Effective Date
Yeas Yeas
Nays Nays
Absent Absent
Excused Excused

Reconsideration

PASS Effective Date
Yeas Yeas
Nays Nays
Absent Absent
Excused Excused

Reported correctly engrossed
Signed by President
Sent to House

SECRETARY OF THE SENATE

HISTORY IN THE HOUSE

19

Read first time and referred to Committee on

Reported back with recommendation that

Read second time and

Read third time and

PASS Effective Date
Yeas Yeas
Nays Nays
Absent Absent
Excused Excused

Reconsideration

PASS Effective Date
Yeas Yeas
Nays Nays
Absent Absent
Excused Excused

Reported correctly engrossed
Signed by Speaker
Returned to Senate

CHIEF CLERK OF THE HOUSE

HISTORY IN THE SENATE

19

Received from House

To enrolling

Reported correctly enrolled

Sent to Governor

..... by Governor

Filed with Lt. Governor

Chapter No.