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SENATE FINANCE COMMITTEE REPORT

DATE: 2/7/90

FURTHER:

DATE TURNED INTO OFFICE: _____

The Finance Committee considered _____ SB 185

Providing for the design and construction of a Kantishna Highway

and recommended:

- replace with _____ CS _____ same title
- or adopt _____ CS _____ new title
- attached amendment(s) technical title change (HB only)
- _____ letter of intent adopted

do pass

do not pass

no recommendation

individual recommendations

further referral to _____

Bill died in committee.

ATTACHES NEW FISCAL NOTE(S):
Dept/Date:

fiscal note(s) _____

zero fiscal note(s) _____

appropriation-no fiscal note

APPROVES PREVIOUS:
Dept/Date:

fiscal note(s) _____

zero fiscal note(s) _____

SIGNING DO PASS:

OTHER RECOMMENDATIONS:

1. _____ -- 2. _____
Co-Chairs: Signatures and Recommendations

SENATE COMMITTEE REPORT

FIRST COMMITTEE OF REFERRAL

Date of 5-DAY NOTICE 2/1/90
IN ACCORDANCE WITH UNIFORM RULE 23



FURTHER

**FISCAL NOTE(S) MUST BE ATTACHED
IN ACCORDANCE WITH AS 24.08.035

4/20/89

DATE TURNED INTO OFFICE _____

Mr. President:

Transportation

Committee considered

SB 185

providing for the design and construction of a Kantishna Highway

may go com rec ep

and recommended:

replace with CS _____ same title

attached amendment(s) and new title

_____ letter of intent adopted

do pass

do not pass

no recommendation

individual recommendations

further referral to _____

FISCAL NOTE(S) attached zero
 appropriation no FN attached

fiscal impact DOTPF
 Gov. FN introduced w/ bill

MEMBERS SIGNING DO PASS

OTHER RECOMMENDATIONS

1. [Signature]
[Signature]

*2. For Kouchet needs more study
(over)*

[Signature]
Chair signature and recommendation

Committee backup attached

SENATE COMMITTEE REPORT

FIRST COMMITTEE OF REFERRAL

Date of 5-DAY NOTICE 3/2/89
IN ACCORDANCE WITH UNIFORM RULE 23

**FISCAL NOTE(S) MUST BE ATTACHED
IN ACCORDANCE WITH AS 24.08.035
2/23/89

FURTHER

TRSP, FIN

DATE TURNED INTO OFFICE _____

Mr. President:

ITT

Committee considered _____

SB 185

providing for the design and construction of a Kantishna Highway

and recommended:

replace with CS _____ same title

attached amendment(s) and new title

_____ letter of intent adopted

do pass

do not pass

no recommendation

individual recommendations

further referral to _____

FISCAL NOTE(S) attached zero
 appropriation no FN attached

fiscal impact
 Gov. FN introduced w/ bill

MEMBERS SIGNING DO PASS

OTHER RECOMMENDATIONS

Chairman signature and recommendation

Committee backup attached

Introduced: 2/23/89
Referred: Special Committee on International
Trade and Tourism, Transportation
and Finance

6-0751A

1 IN THE SENATE

BY COGHILL

2 SENATE BILL NO. 185

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 SIXTEENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act providing for the design and construction of
7 a Kantishna Highway."

8 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

9 * Section 1. FINDINGS. The legislature finds that construction of a
10 Kantishna Highway will

11 (1) allow the private sector of the state's economy to provide
12 facilities necessary to serve the increasing numbers of visitors in the
13 vicinity of Mount McKinley;

14 (2) alleviate the overcrowding currently occurring in Denali
15 National Park;

16 (3) be totally compatible and complementary to the existing road
17 through Denali National Park;

18 (4) allow development of year-round resort and outdoor activity
19 areas north of Denali National Park;

20 (5) provide a reasonable opportunity to visitors to the state
21 and state residents to view Mount McKinley in its majestic and awesome
22 splendor;

23 (6) provide greater access to a historic mining region.

24 * Sec. 2. AUTHORIZATION FOR CONSTRUCTION OF THE KANTISHNA HIGHWAY. (a)
25 The Department of Transportation and Public Facilities shall design and
26 construct, subject to appropriation, a highway between Lignite and
27 Kantishna along the route of the Lignite-Stampede Trail to Clearwater Creek
28 then to the headwater of Clearwater Creek then to the headwater of Upper
29 Canyon Creek and then along Upper Canyon Creek to Kantishna.

1 (b) Notwithstanding AS 19.10.170(b), the Department of Transportation
2 and Public Facilities shall prepare the initial design of the Kentishna
3 Highway.
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STATE OF ALASKA
1990 LEGISLATIVE SESSION

BILL VERSION: SB 185
PUBLISH DATE: 2/7/90

REQUEST: FISCAL NOTE

Revision Date: 2/05/90
Title: Design and Construction of
a Kantishna Highway.
Sponsor: Coghill
Requestor: Coghill

Agency Affected: DOT&PF
BRU:
Components:

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96
PERSONAL SERVICES	0	0	0	0	432.0	432.0
TRAVEL	0	0	0	0	6.7	6.7
CONTRACTURAL	0	0	0	0	207.7	207.0
SUPPLIES	0	0	0	0	90.0	90.0
EQUIPMENT	0	0	0	0	1,174.4	0
LAND & STRUCTURES	0	0	0	0	3,110.0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
TOTAL OPERATING	0	0	0	0	(3) 5,020.8	(4) 736.4
CAPITAL	(1) 5,450.0	0	0	(2) 67,960.0	0	0
REVENUE	0	0	0	0	0	0

FUNDING: (Thousands of Dollars)

GENERAL FUND	617.0	0	0	7,693.0	5,020.8	736.4
FEDERAL FUNDS	4,833.0	0	0	60,267.0	0	0
OTHER	0	0	0	0	0	0
TOTAL	5,450.0	0	0	67,960.0	5,020.8	736.4

POSITIONS:

FULL-TIME	0	0	0	0	6	6
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

ANALYSIS: (1) preconstruction
(2) construction
(3) maintenance set-up plus first year of annual maintenance
(4) annual maintenance

Prepared by:  W. Keith Gerken
Division: Deputy Commissioner, Operations

Phone: 465-3900
Date: Feb. 5, 1990

Approved by Commissioner:  Mark S. Hickey
Agency: Department of Transportation and Public Facilities

Date: 2/5/90

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

Department of Transportation and Public Facilities
Fiscal Note Backup
SB 185 02/05/90

Because this project could not be developed to the point of annual maintenance within a six year period, the fiscal note does not reflect realistic fiscal years. Instead, it is arranged to show preconstruction, construction, maintenance startup and annual maintenance costs. Even assuming that the project was given highest priority in terms of staff and funding, and that we would have the full cooperation of the National Park Service, it would take at least four years to locate and design the project, and to acquire right-of-way and material sources. Capital funding which is depicted for FY91 would actually be expended over several years of preconstruction effort. The capital (construction) funding depicted for FY94 would not be budgeted until a realistic construction schedule could be determined. Even then, construction would probably be divided into several projects spread over a period of years. The operating costs depicted for FY95 and FY96 are only intended to give an indication of what initial and continuing maintenance of the route would cost after construction is complete.

This fiscal note is based on the construction and maintenance of a year-round, two-lane, gravel surfaced facility. Initial traffic volumes may warrant paving (largely due to dust) which would add \$13 million to the estimated cost.

The capital costs in this fiscal note are based on a DOT&PF estimate for the cost of development of an 82.8 mile route between Lignite, on the Parks Highway, and Kantishna. The breakdown between general funds and federal funds is based on the current federal participation rate for primary high-ways of 88.68%.

Since the State's current annual Federal-Aid allocation is not adequate to satisfy the capital improvement needs of the existing highway system, it is not realistic to assume that this project could be prioritized into the Federal-Aid program in the foreseeable future or that it could be funded in a single fiscal year (as depicted on the fiscal note). To the extent that this project would be funded from our Federal-Aid allocation, it would detract from other priority Federal-Aid projects. To put this into perspective, the cost of this project would exceed the entire Northern Region Federal-Aid Capital Improvement Program for a single year. Unless this project was funded from a source other than the State's annual allocation (i.e., some form of special project or demonstration project under the Federal-Aid program) it would substantially disrupt the scheduling of capital improvements to the existing highway system.

Though we would not expect the National Park Service to concur, the State has a claim to an RS2477 right-of-way between Lignite and the Stampede Mine. A similar right-of-way claim may exist between the Stampede Mine and Kantishna. While such right-of-way may be partially useful it would not be totally adequate in terms of width, alignment or the availability of material for the proposed highway. We assume that additional right-of-way would have to be obtained from Denali National Park in order to construct a Federal-Aid facility.

Lacking special federal legislation, this project would have to be developed pursuant to Title XI of ANILCA. That process has not yet been successfully executed for new highway construction. It's successful execution would be dependent on National Park Service cooperation. The Title XI process and Federal-Aid project development guidelines require extensive assessment, including the evaluation of practical alignment alternatives.

**STATE OF ALASKA
1989 LEGISLATIVE SESSION**

BILL VERSION: SB185
PUBLISH DATE: _____

FISCAL NOTE

REQUEST:

Revision Date: _____
Title: SB 185 Design and Construction
of a Kantishna Highway
Sponsor: Senator Coghill
Requestor: _____

Agency Affected: DOT&PF
BRU: _____
Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94
PERSONAL SERVICES					432.0	432.0
TRAVEL					6.7	6.7
CONTRACTUAL					207.7	207.7
SUPPLIES					90.0	90.0
EQUIPMENT					1,174.4	
LAND & STRUCTURES					3,110.0	
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING				(3)	5,020.8	736.4

(4)

CAPITAL						
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REVENUE	(1)	5,450.0	(2)	67,960.0		
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FUNDING: (Thousands of Dollars)

GENERAL FUND		617.0		7,693.0	5,020.8	736.4
FEDERAL FUNDS		4,833.0		60,267.0		
OTHER						
TOTAL		5,450.0		67,960.0		

POSITIONS:

FULL-TIME					6	6
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

- (1) preconstruction
- (2) construction
- (3) maintenance set-up, plus first year of annual maintenance
- (4) annual maintenance

Prepared by: Norm Piispanen/John Horn Phone: 474-2423/451-2210
Division: DOT&PF Northern Region, Acting Regional Dir. Date: 3-22-89

Approved by Commissioner: *M. K. & H.* Date: 3/24/89
Agency: DOT&PF

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

RECEIVED

MAR 29 1989

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03/16/89
JLW/lf

P.4/6

START UP

100 200 300 400 500 TOTAL

KANTISHNA STATION

Equipment

2 760 Champion Graders	361.6
1 966 Loader	146.7
2 8 yd. Dump Truck	177.6
2 Belly Blades	20.4
2 Wings	18.2
1 Sloper	23.7
1 Snow Blower	118.1
2 3/4 Ton 4 WD Pickups	31.0
1 Boiler	16.8
1 Flatbed Truck	41.1
1 Sander	14.4
2 1-way Plow	24.0

Buildings

1 Design & Construct 160' X 60' = 9600sf shop including 2 Arctic Pac generator buildings	3,000.0
6 Trailer Pads for 14' x 70' trailers	60.0
1 Water/Sewage System	50.0

HEALY STATION

1 760 Champ Grader	180.8
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MAR 22 '89 12:25 AK DOT-PEGER

total
start up

4284.4

03/16/89

JLW/lf

P.5/6

ANNUAL MAINTENANCE (Cont'd)

100 200 300 400 500 TOTAL

Highways & Aviation Component (Cont'd)

HEALY STATION

Personnel-1 Operator WG 53 66.2

Facilities Component

Personnel 33.0

Travel & Per diem 2.4

Communications 8.0

Fuel=33.0 (Heating/Generator) 35.0

Other=2.0

432.0 6.7 207.7 90.0

Total Annual
736.4

MAR 22 '89 12:25 AK DOT-PEGER

03/16/89
JLW/lf

P.6/6

FISCAL NOTE
SB 185

NEW KANTISHNA HIGHWAY
MAINTENANCE COSTS

ANNUAL MAINTENANCE

100 200 300 400 500 TOTAL

KANTISHNA STATION

Highways & Aviation Component

Personnel

1 Foremen WG 52	67.1
3 Operators WG 53 @66.2 ea	198.6
1 HD Mechanic WG 52	67.1

Travel & Per Diem

4.3

Contractual:

MAR 22 '89 12:25 AK DOT-PEGER	2 760 Champion Graders	72.5
	1 966 Loader	29.4
	2 8 yd. Dump Truck	31.6
	1 Belly Blade	8.0
	2 Wing Attachments	2.9
	1 Sloper	4.1
	1 Snow Blower	6.8
	2 3/4 Ton 4 WD Pickups	28.8
	1 Boiler	4.5
	1 Flatbed Truck	2.4
	1 Sander	4.5
	1 1-way Flow	4.2

Supplies

55.0

2/16/90
(S) FIN

STATE OF ALASKA
1990 LEGISLATIVE SESSION

BILL VERSION: SB 185
PUBLISH DATE: 2/9/90

FISCAL NOTE

REQUEST:

Revision Date: _____ Agency Affected: Fish and Game
Title: An Act providing for the design and construction of highway between Lignite and Kantishna
Sponsor: Coghill Component: _____
Requestor: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96
PERSONAL SERVICES	17.0	17.0				
TRAVEL	4.0	4.0				
CONTRACTUAL	.5	.5				
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	21.5	21.5				

CAPITAL	0	0				
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REVENUE	0	0				
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FUNDING: (Thousands of Dollars)

GENERAL FUND	21.5	21.5				
FEDERAL FUNDS						
OTHER						
TOTAL	21.5	21.5				

POSITIONS:

FULL-TIME	0.25	0.25				
PART-TIME	0	0				
TEMPORARY	0	0				

ANALYSIS : (Attach a separate page if necessary)

NO impact on FY90 budget

Prepared by: Frank Rue, Director Phone: 465-4105
Division: Habitat Date: _____

Approved by Commissioner: [Signature] Date: 2/13/90
Agency: _____

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

SB 185



STATE OF ALASKA
OFFICE OF THE GOVERNOR
BILL ANALYSIS

DEPARTMENT Fish and Game	DIVISION Habitat	BILL NUMBER SB 185/186	SPONSOR Coghill
SHORT TITLE OF BILL Act establishing authority to design and construct a highway between Lignite and Kantishna			
DEPARTMENT POSITION Neutral with amendment			
PREPARED BY Frank Rue, Director	DATE 2-10-90	COMMISSIONER'S SIGNATURE <i>James H. G. Wilson</i>	DATE 2/13/90

SUMMARY

OTHER AGENCIES AFFECTED BY BILL Dept. of Natural Resources, Dept. of Transportation and Public Facilities, Dept. of Environmental Conservation	CONSTITUENT GROUP(S) AFFECTED BY BILL All users of state land
ORGANIZATIONAL SUPPORT FOR BILL Unknown	ORGANIZATIONAL OPPOSITION TO BILL Unknown

FISCAL IMPACT: NONE FISCAL NOTE ATTACHED

BACKGROUND/LEGISLATIVE INTENT

SB 185 authorizes DOT/PF to design and construct a highway between Lignite and Kantishna to provide public access to mining areas and Denali National Park. SB 186 makes a special appropriation to DOT/PF for project completion.

ANALYSIS OF BILL/PROGRAM EFFECTS

This measure requires DOT/PF to design and construct a road from Lignite to Kantishna. The approximately 80-mile route traverses numerous streams containing resident and anadromous fish species. Wildlife values adjacent to this route are moderate to high in importance. Recreational and subsistence use is moderate and occurs predominantly along the Stampede Trail. Trapping intensity is moderate to heavy. Numerous stream crossings including a proposed alignment of the road within the floodplain of Clearwater Creek and Moose Creek will require the development of cross drainage structures (e.g., culverts, bridges) compatible with the free passage of fish. Material and water sources also will be needed.

AMENDMENTS PROPOSED

The appropriation should be increased to provide adequate monies to ADF&G for constructive input into the proper design and construction of the road system (e.g., culverts, bridges, material and water sources).

PLEASE ATTACH A SEPARATE SHEET FOR ADDITIONAL COMMENTS ON ANALYSIS.