

SJR

42

**CS FOR SENATE JOINT RESOLUTION NO. 42(TRA)
IN THE LEGISLATURE OF THE STATE OF ALASKA
NINETEENTH LEGISLATURE - SECOND SESSION**

BY THE SENATE TRANSPORTATION COMMITTEE

**Offered:
Referred:**

Sponsor(s): SENATE TRANSPORTATION COMMITTEE BY REQUEST

A RESOLUTION

1 **Relating to reconstruction and paving of the Alaska Highway.**

2 **BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:**

3 **WHEREAS** the United States and Canada entered into an agreement to reconstruct and
4 pave the Alaska Highway from the Alaska-Canada border to Haines Junction, Yukon
5 Territory, Canada, and the Haines Cutoff Highway from Haines Junction, Yukon Territory,
6 Canada, to the Alaska-Canada border near Haines, Alaska, known as the Shakwak project, as
7 authorized in the Federal-Aid Highway Act of 1973; and

8 **WHEREAS** the Congress authorized \$59,000,000 in 1973 for the project and has
9 appropriated \$47,000,000 to the Federal Highway Administration for actual construction by
10 Canada; and

11 **WHEREAS** the Congress further authorized \$20,000,000 a year for fiscal years 1993 -
12 1996 under the Intermodal Surface Transportation Efficiency Act of 1991 which has been fully
13 appropriated; and

14 **WHEREAS**, in the last 15 years, the state has provided \$37,000,000 of state federal-
15 aid highway apportionments to assist in meeting the obligations of the agreement; and

16 **WHEREAS** the estimated amount necessary to complete the entire project was in the
17 order of \$260,000,000 in United States dollars; and

1 **WHEREAS** the state prefers a system of federal administration with state concurrence,
2 rather than state administration, of this construction project;

3 **BE IT RESOLVED** that the Alaska State Legislature respectfully requests the United
4 States government and the Canadian government to honor their agreement and provide the
5 additional funds necessary through direct federal appropriations to complete the remaining
6 portions of the Shakwak project; and be it

7 **FURTHER RESOLVED** that the United States Congress is respectfully requested to
8 immediately appropriate an additional \$94,000,000 to allow work on additional project
9 segments to proceed to a bituminous surface treatment standard; and be it

10 **FURTHER RESOLVED** that the Alaska State Legislature endorses federal
11 administration, with state concurrence, for the Shakwak project.

12 **COPIES** of this resolution shall be sent to the Right Honourable Jean Chretien, Prime
13 Minister of Canada; the Honourable Diane Marleau, Minister of Public Works and
14 Government Services, Canada; the Honourable Audrey McLaughlin, Member of Parliament,
15 House of Commons, Canada; the Honourable John Ostashek, Government Leader, Yukon
16 Territory, Canada; the Honourable Bill Brewster, Minister of Community and Transportation
17 Services, Yukon Territory, Canada; the Honourable John Devries, Speaker, Legislative
18 Assembly, Yukon Territory, Canada; the Honorable Bill Clinton, President of the United
19 States; the Honorable Al Gore, Jr., Vice-President of the United States and President of the
20 U.S. Senate; the Honorable Newt Gingrich, Speaker of the U.S. House of Representatives; the
21 Honorable Frederico F. Pena, Secretary of the U.S. Department of Transportation; Rodney E.
22 Slater, Administrator, Federal Highway Administration, U.S. Department of Transportation;
23 and to the Honorable Ted Stevens and the Honorable Frank Murkowski, U.S. Senators, and
24 the Honorable Don Young, U.S. Representative, members of the Alaska delegation in
25 Congress.

FISCAL NOTE

STATE OF ALASKA
1996 LEGISLATIVE SESSION

BILL NO. SJR 42

Revision Date: 4/29/96 Dept. Affected: DOT&PF
 Title: *A Resolution relating to reconstruction and paving of the Alaska Highway.* BRU: All
 Component: All
 Sponsor: Senate Transportation
 Requester: N/A COMPONENT SERIAL NO. N/A

Expenditures/Revenues (Thousands of Dollars)

OPERATING EXPENDITURES	FY 97	FY 98	FY 99	FY 00	FY 01	FY 02
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES						
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CHANGE IN REVENUES ()						
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FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1006 GF/MHTIA						
Other						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY96) cost: \$ _____

POSITIONS

FULL-TIME					
PART-TIME					
TEMPORARY					

ANALYSIS: (Attach a separate page if necessary)

Prepared by: Loren Rasmussen, P.E., Acting Director Phone: 465-2960
 Division: Engineering and Operations Date: 4/29/96
 Approved by: Joseph L. Perkins Date: 4/29/96
 Agency: Department of Transportation and Public Facilities

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SENATE COMMITTEE REPORT

First Committee of Referral

DATE: 4/26/96

DATE TURNED INTO OFFICE: 5/1/96

The Transportation Committee considered SJR 42

Relating to reconstruction and paving of the Alaska Highway.

and recommends:

- be replaced with CS SJR 42 (TRA)
- adopt previous CS ()
- attached amendment(s)
- adopt Letter of Intent by _____ Committee
- further referral to the _____ Committee

- Senate Bill:**
- same title
 - new title
- House Bill:**
- same title
 - technical title
 - new: SCR# _____

SIGNING DO PASS	DP	OTHER RECOMMENDATIONS	NR	DNP	AM
<i>W. Taylor</i>	✓				
<i>Ryder Miller</i>	✓				
CHAIR: <i>Steve Pi</i>	✓	CHAIR:			

NEW FISCAL NOTE(S):

Department	Date	Zero	Fiscal
DOT/PF	4/27/96	-0-	

PREVIOUS FISCAL NOTE(S):*

Department	Date	Zero	Fiscal

APPROPRIATION -- no fiscal note

include fiscal notes accompanying Governor's bill

SHAKWAK HIGHWAY PROJECT

Project History

The original construction of the Alaska Highway and Haines Road was undertaken by the U.S. Army and the U.S. Public Roads Administration during 1942 and 1943, as part of the supply line to the State of Alaska during World War II. At the end of the war, responsibility for maintenance and improvements to these highways (North West Highway System) was passed to Canada.

Canadian efforts, since takeover, have been directed at the more southerly, well travelled portions of the Alaska Highway.

In 1955, initial discussions were held regarding the possible upgrading of the Haines Road and Alaska Highway from Haines Junction, Yukon, to the Alaska/Yukon border near Beaver Creek, Yukon. In 1970, Congress requested that a feasibility study be made for paving the Haines Road and the portion of the Alaska Highway described, to provide an all-weather roadway between Southeast and Interior Alaska. These discussions culminated in an agreement, dated February 11, 1977, between the Canadian and United States Governments. The agreement, in general, provided that Canada would arrange for the reconstruction of the highway, to a jointly agreed asphalt concrete pavement standard, using funds appropriated for that purpose by the Congress of the United States. Canada, in part, would provide the highway right-of-way and maintain the highway.

The Shakwak Highway Reconstruction Project covers 325 miles (520 kilometres) of which 50 miles (80 kilometres) are located in northwestern British Columbia, the remainder being in the Yukon Territory. The Project derives its name from the Shakwak Trench through which a significant portion of the highway runs.

The Project was proposed by the United States Government, to provide for the predominately American users of the highway (80 to 85%), and has been funded by the United States Government through the Federal Highways Administration, and during the 1980's through the State of Alaska. The design and construction until 1992 was managed by Public Works Canada. Transfer of responsibilities for the Alaska Highway to the Government of the Yukon in 1992 also provided for the transfer of responsibility for management of site work on the project.

Current Status

In the initial allotment the 115 miles (185 kilometres) of the Haines Road, as well as 18.5 miles (30 kilometres) of the Alaska Highway, immediately north of Haines Junction, have been reconstructed to a Bituminous Surface Treatment (BST) standard. The cost of the work was \$74.7 million (US \$). The current available funding of \$89.6 million (US\$) largely through ISTEA for 1992 to 1996 is anticipated to reconstruct 84 miles (135 kilometres) of the northern end of the project to a BST standard and construct a new bridge over the White River. So far 37 miles (59 kilometres) of this work has been completed and surfaced. A further 14 miles (23 kilometres) is ready for surfacing this summer and 21 miles (33 kilometres) is presently under construction. Contracts for reconstruction of another 12 miles (20 kilometres) and the new bridge over the White River will be let later this year.

It is anticipated that an additional \$94 million (US\$) will be required to reconstruct the remaining 104 miles (167 kilometres) of the project to BST standard, including four major bridge replacements across the Slims, Duke, Donjek, and Beaver Rivers. An additional stage to provide asphalt concrete in order to complete the agreement could be undertaken at some future date.

SHAKWAK PROJECT LOCATION

