

SB

226



SENATOR DAVE DONLEY

ALASKA STATE LEGISLATURE

SPONSOR STATEMENT

Senate Substitute for Sponsor Substitute for Senate Bill 226 (FIN)am

“An Act relating to design of highway projects; and providing for an effective date.”

Senate Bill 226 extends the required design life for federally funded major new roads in Anchorage and Fairbanks from 20 years to 25 years. Highway maintenance and repair projects are exempted.

Current federal law requires a design life of at least 20 years for major projects and 50 years for bridges.

The Federal Highway Administration has indicated in writing that nothing in this legislation would jeopardize federal funding. DOT does not oppose this legislation.

Because of delays in right-of-way acquisition and construction problems, many projects are not completed on time and do not get a 20-year design life. Hopefully, by extending to 25 years the required design life on projects over \$10 million, they will achieve at least a 20-year life.

DD/kk

Co-Chair: Senate Finance Committee

Vice-Chair: Senate Judiciary Committee

Member: Legislative Budget and Audit Committee • Legislative Council



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Sponsor Statement

Senate Substitute for Sponsor Substitute for Senate Bill 226 (Fin)am

“ An Act relating to design of highway projects; and providing for an effective date“

Committee Substitute for Sponsor Substitute for Senate Bill 226 (Fin) adds a section to AS 19.10.160 that specifies that designs for new roads and major upgrades should be based on anticipated traffic levels at varying durations based on estimated project costs.

- Projects that cost under \$5,000,000 would be designed for traffic levels at least 10 years after completion.
- Projects that cost \$5,000,000 to \$10,000,000 would be designed for traffic levels at least 20 years after completion.
- Projects that cost over \$10,000,000 would be designed for traffic levels at least 25 years after completion.

This requirement applies only to federally recognized metropolitan planning areas. Highway maintenance projects are exempted. This bill affects only projects in Anchorage and possibly Fairbanks.

Currently, the DOT/PF regulations state that road projects should be designed for 20 years of use. Current interpretation of the 20-year period is that the period begins when the project's Environmental Impact Statement process is completed. The average time for a project to be ready for the public's use from that point is usually about 8-11 years (5-6 years moving up the priority list and then 3-5 years for design and construction). That leaves very few years of use within the 20-year time period. The bill modifies the planning horizon and design criteria so that the estimated traffic level criteria used are based on a starting point of after the construction is complete.

Project costs can be used as an indicator of extensiveness of the project work. Factors determining the cost of projects include the design, materials used, and construction execution. Lower cost projects can be expected to provide for shorter useful lives than higher cost projects and can be expected to be done more frequently.

Federal regulations require that federally funded major upgrades and new roads be designed for at least 20 years of use while bridges must last at least 50 years.

DD:pc

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Finance Sectional Analysis

Senate Substitute for Sponsor Substitute for Senate Bill 226 (Fin)am

Sec. 1 Adds a new section to AS 19.10.160 that specifies that designs for new roads and major upgrades should be based on anticipated traffic levels at varying durations based on estimated project costs.

- Projects that cost under \$5,000,000 would be designed for traffic levels at least 10 years after completion.
- Projects that cost \$5,000,000 to \$10,000,000 would be designed for traffic levels at least 20 years after completion.
- Projects that cost over \$10,000,000 would be designed for traffic levels at least 25 years after completion.

This requirement applies to federally recognized metropolitan planning areas only. Highway maintenance projects are exempted.

Rationale: Project costs can be used as an indicator of extensiveness of the project work. Factors determining the cost of projects include the design, materials used, and construction execution. Lower cost projects can be expected to provide for shorter useful lives than higher cost projects.

Sec.2 Adds an effective date of January 1,2003.

DD:pc

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FISCAL NOTE

STATE OF ALASKA
2002 LEGISLATIVE SESSION

Fiscal Note Number: 1
Bill Version: CSSSSB226(FIN)
(S) Publish Date: 4/18/02

Revision Date/Time (Note if correction): _____ Dept. Affected: DOT&PF
Title: An Act requiring certain highway BRU _____
projects to be designed and constructed... Component _____
Sponsor: Donley
Requester: Senate Rules Component No. _____

Expenditures/Revenues (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008
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	0.0	0.0	0.0	0.0	0.0	0.0
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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						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2002) cost: 0.0

Check this box (X) if funding for this bill is included in the Governor's FY 2003 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

Prepared by: Dennis R. Poshard, Assistant to Commissioner Phone 465-3904
Division: Commissioner's Office Date/Time 4/17/02 2:18 PM
Approved by: Joseph L. Perkins, Commissioner Date 4/17/2002
Agency: Alaska Department of Transportation and Public Facilities