

LEG. FINANCE - BILLS 1983 - 1984 1996

SJR 5 - SCR 8 1996

COMMITTEE REPORT
SENATE

FURTHER:

4/29/83

Date: 3/8/84

Mr. President:

The Committee on FINANCE has had SJR 5

Relating to revenue sharing from Outer Continental Shelf oil and gas development.

under consideration and (a majority of the committee) (the committee) reports it back with the following recommendations:

- do pass do not pass
- do pass with attached amendments(s)
- replace with CS for SJR 5 (Resource) same title
 new title
- and recommends do pass with attached amendment
- AND attaches a "Letter of Intent" New Fiscal Note
- reports it back without recommendation
- referred to the _____ Committee

MEMBERS SIGNING
DO PASS

[Signature]

[Signature]

[Signature]

[Signature]

[Signature]

MEMBERS HAVING
OTHER RECOMMENDATIONS:

[Signature]

CHAIRMAN

SENATE AMENDMENT

By Finance Committee

To: CS M ~~SENATE BILL No.~~ Joint Resolution No. 5
To: _____ HOUSE BILL No. (Res) ~~(UNCLAS)~~

PAGE: 1 LINE: 28-29

Delete the Be it Resolved clause, and insert with new language as follows:

"BE IT RESOLVED the the Thirteenth Alaska State Legislature supports legislation in the 98th Congress that would share federal revenues from Outer Continental Shelf oil and gas activity with coastal states, ensuring that adequate revenues are available for local government units impacted by Outer Continental Shelf development."

On page 2, line 2, after "the", insert "Honorable Ronald Reagan, President of the United States:"

On page 2, after "Congress" insert "and Mr. William Clark, Secretary of the Interior."

COMMITTEE REPORT
SENATE

1/18/83

FURTHER: FINANCE

Date: 4-28-83

Mr. President:

The Committee on RESOURCES has had SJR NO. 5

Relating to revenue sharing from Outer Continental Shelf
oil and gas development.

under consideration and (a majority of the committee) (the committee)
reports it back with the following recommendations:

- do pass [] do not pass
- [] do pass with attached amendments(s)
- replace with CS for SJR 5 (Re) [X] same title
[] new title
- and recommends no longer do pass
- [] AND attaches a "Letter of Intent" [] New Fiscal Note
- [] reports it back without recommendation
- [] referred to the _____ Committee

MEMBERS SIGNING
DO PASS

[Signature]
Bob Mulcahy
[Signature]
Arthur J. Fungoli

MEMBERS HAVING
OTHER RECOMMENDATIONS:

[Signature]
 CHAIRMAN

Offered: 4/29/83
Referred: Finance

Original sponsor: Ferguson

1 IN THE SENATE BY THE RESOURCES COMMITTEE
2 CS FOR SENATE JOINT RESOLUTION NO. 5 (Resources)
3 IN THE LEGISLATURE OF THE STATE OF ALASKA
4 THIRTEENTH LEGISLATURE - FIRST SESSION

5 Relating to revenue sharing from Outer
6 Continental Shelf oil and gas develop-
7 ment.

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

9 WHEREAS the Congress of the United States is now considering legisla-
10 tion regarding revenue sharing from development of the Outer Continental
11 Shelf; and

12 WHEREAS a significant number of Outer Continental Shelf lease sales
13 over the next five years are to occur offshore Alaska; and

14 WHEREAS the development of oil and gas resources in the Outer Conti-
15 nental Shelf offshore Alaska may cause economic, social, and cultural
16 impact to Alaska's local communities; and

17 WHEREAS such an impact will require the expenditure of revenue for
18 necessary projects to assist local government units in coping with Outer
19 Continental Shelf oil and gas development; and

20 WHEREAS the source for revenue for impacted local government units in
21 Alaska should derive from federal revenue from Outer Continental Shelf
22 lease sales; and

23 WHEREAS people residing in local government units in Alaska are best
24 able to determine the impact of Outer Continental Shelf oil and gas devel-
25 opment upon their communities; and

26 WHEREAS those local government units have the expertise and ability to
27 monitor and expend revenue for their impacted communities;

28 BE IT RESOLVED that the Thirteenth Alaska State Legislature supports
29 legislation in the 98th Congress that would allocate revenue for local

1 government units impacted by Outer Continental Shelf development.

2 COPIES of this resolution shall be sent to the Honorable George Bush,
3 Vice-President of the United States and President of the U.S. Senate; the
4 Honorable Thomas P. O'Neill, Jr., Speaker of the U.S. House of Representa-
5 tives; and to the Honorable Ted Stevens and the Honorable Frank Murkowski,
6 U.S. Senators, and the Honorable Don Young, U.S. Representative, members of
7 the Alaska delegation in Congress.

STATE OF ALASKA
PRELIMINARY STATEMENT OF FISCAL IMPACT

Bill No: SJR 5 Date on Bill: 1/18/83
 Title: Revenue Sharing/Outer Continental Shelf/Oil Gas
 Sponsor: Ferguson
 Requestor: Senate Community & Regional Affairs Committee

1. Estimated fiscal impacts on: Department of Community & Regional Affairs

a. Expenditures:

(Thousands of Dollars)

			FY 83	FY 84	FY 85	FY 86		
Capital				-0-	-0-	-0-		
Operating				-0-	-0-	-0-		
Total				-0-	-0-	-0-		

b. Revenues:

Revenue								
---------	--	--	--	--	--	--	--	--

2. Source of funds to offset fiscal impact of bill:

3. Assumptions: The passage of this resolution does not affect any State of Alaska programs. The resolution addresses pending federal legislation.

No fiscal impact.

4. Disclaimer:

This statement has not been reviewed by the OMB in the Office of the Governor. It does not represent the policy of the Sheffield Administration or the final estimate of fiscal impact.

Prepared By: Richard Rainery *RR*
 Division: Commissioner's Office

Phone: 465-4703
 Date: 2/10/83

Approved by Commissioner: *[Signature]*
 Department: Community & Regional Affairs

Date: 2/18/83

5. Distribution:

- Original to Legislative Finance
- Copy to OMB
- Copy to Sponsor
- Copy to Requestor

2/8/83

Introduced: 1/18/83
Referred: Resources and
Finance

1 IN THE SENATE

BY FERGUSON

2

SENATE JOINT RESOLUTION NO. 5

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

THIRTEENTH LEGISLATURE - FIRST SESSION

5

Relating to revenue sharing from Outer

6

Continental Shelf oil and gas develop-

7

ment.

8

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

9

WHEREAS the Congress of the United States is now considering legisla-
10 tion regarding revenue sharing from development of the Outer Continental
11 Shelf; and

12

WHEREAS a significant number of Outer Continental Shelf lease sales
13 over the next five years are to occur offshore Alaska; and

14

WHEREAS the development of oil and gas resources in the Outer Conti-
15 nental Shelf offshore Alaska may cause economic, social, and cultural
16 impact to Alaska's rural citizens; and

17

WHEREAS such an impact will require the expenditure of revenue for
18 necessary projects to assist rural Alaskans in coping with Outer Conti-
19 nental Shelf oil and gas development; and

20

WHEREAS the source for revenue for impacted local government units in
21 Alaska should derive from federal revenue from Outer Continental Shelf
22 lease sales; and

23

WHEREAS people residing in local government units in Alaska are best
24 able to determine the impact of Outer Continental Shelf oil and gas devel-
25 opment upon their communities; and

26

WHEREAS those local government units have the expertise and ability to
27 monitor and expend revenue for their impacted communities; and

28

WHEREAS revenue for impacted local government units should be passed
29 through directly to those affected areas and not be tied to existing state

1 and federal programs and regulations;

2 BE IT RESOLVED that the Thirteenth Alaska State Legislature supports
3 legislation in the 98th Congress which would allocate revenue for local
4 government units impacted by Outer Continental Shelf development on a
5 direct pass-through funding system providing revenue for direct use of
6 those local units for expenditures resulting from Outer Continental Shelf
7 and gas development

SENATE AMENDMENT

By _____

To: CS _____ ~~SENATE BILL No.~~ Joint Resolution No. 5

To: _____ HOUSE BILL No. _____

PAGE: 1 LINE: 28-29

Delete the Be it Resolved clause, and insert with new language as follows:

"BE IT RESOLVED the the Thirteenth Alaska State Legislature supports legislation in the 98th Congress that would share federal revenues from Outer Continental Shelf oil and gas activity with coastal states, ensuring that adequate revenues are available for local government units impacted by Outer Continental Shelf development."

On page 2, line 2, after "the", insert "Honorable Ronald Reagan, President of the United States;"

On page 2, after "Congress" insert "and Mr. William Clark, Secretary of the Interior."

SENATE AMENDMENT

By Finance Committee

To: CS ~~SENATE BILL No. xxxxxx~~ Joint Resolution No. 5
To: _____ HOUSE BILL No. _____ (Resources)

PAGE: 1 LINE: 28-29

Delete the Be it Resolved clause, and insert with new language as follows:

"BE IT RESOLVED the the Thirteenth Alaska State Legislature supports legislation in the 98th Congress that would share federal revenues from Outer Continental Shelf oil and gas activity with coastal states, ensuring that adequate revenues are available for local government units impacted by Outer Continental Shelf development."

On page 2, line 2, after "the", insert "Honorable Ronald Reagan, President of the United States;"

On page 2, after "Congress" insert "and Mr. William Clark, Secretary of the Interior."

Alaska
MUNICIPAL
League

TELEPHONES
(907) 586-1325
(907) 586-6526

105 MUNICIPAL WAY, SUITE 301
JUNEAU, ALASKA 99801

March 7, 1984

To: Senate Finance Committee
From: Ginny Chitwood *Ginny*
Re: SJR 5 - OCS Revenue Sharing

The Alaska Municipal League urges your favorable consideration of SJR 5, relating to revenue sharing from Outer Continental Shelf oil and gas development. Attached are resolutions in support adopted by the League and by the North and Northwest Alaska Mayors Conference.

RESOLUTION OF THE ALASKA MUNICIPAL LEAGUE

A RESOLUTION SUPPORTING OUTER
CONTINENTAL SHELF REVENUE SHARING

WHEREAS, the United States House of Representatives has passed legislation and the U. S. Senate is now considering legislation establishing a program of revenue sharing from development of the Outer Continental Shelf (OCS), and

WHEREAS, a significant number of OCS lease sales over the next five years are to occur offshore Alaska, and

WHEREAS, the development of oil and gas resources in the OSC offshore Alaska will cause economic, social, and cultural impact to Alaska's citizens, and

WHEREAS, people residing in local governments in Alaska are best able to determine the impact of OCS oil and gas development on their communities, and

WHEREAS, these local governments have the expertise and ability to monitor and expend revenue for their impacted communities, and

WHEREAS, the state should be required to consult with local governments on the distribution of OCS revenue sharing, with funds passed through directly to those affected areas and not tied to existing state and federal programs and regulations;

NOW, THEREFORE, BE IT RESOLVED:

That the League supports legislation in the 98th Congress to allocate revenue for local governments impacted by OCS development.

BE IT FURTHER RESOLVED:

That the League appreciates the efforts of Senator Ted Stevens, Senator Frank Murkowski, and Representative Don Young and urges them to continue their work to have the OCS Revenue Sharing program enacted by the U.S. Congress this year.

Adopted the 5th day of November, 1983.

NORTH AND NORTHWEST ALASKA MAYOR'S CONFERENCE
1st Session of the 4th Annual Conference
Nome, Alaska
October 25-26, 1983

RESOLUTION NO. 83-07

A RESOLUTION SUPPORTING OCS REVENUE SHARING.

WHEREAS, the United States House of Representatives has passed legislation and U.S. Senate is now considering legislation establishing a program of revenue sharing from development of the Outer Continental Shelf (OCS); and

WHEREAS, a significant number of OCS lease sales over the next five years are to occur offshore Alaska; and

WHEREAS, the development of oil and gas resources in the OCS offshore Alaska will cause economic, social, and cultural impact to Alaska's citizens; and

WHEREAS, the impact will require local governments to expend funds for community infrastructure needs and municipal services; and

WHEREAS, people residing in local governments in Alaska are best able to determine the impact of OCS oil and gas development on their communities; and

WHEREAS, these local governments have the expertise and ability to monitor and expend revenue for their impacted communities; and

WHEREAS, the state should be required to consult with local governments on the distribution of OCS revenue sharing, with funds passed through directly to those affected areas and not tied to existing state and federal programs and regulations;

NOW THEREFORE BE IT RESOLVED THAT: the North and Northwest Alaska Mayor's Conference supports legislation in the 98th Congress to allocate revenue for local governments impacted by OCS development; and

BE IT FURTHER RESOLVED THAT: the North and Northwest Alaska Mayor's Conference appreciates the efforts of Senator Ted Stevens, Senator Frank Murkowski, and Representative Don Young and urges them to continue their work to have the OCS Revenue Sharing program enacted by the U.S. Congress this year.

Mike Falck
President

Chris H. Jones
Secretary

INTRODUCED BY: Kiana

VOTE: Yes Unanimous

SECONDED BY: Shaktoolik

No _____

STATE OF ALASKA

Bill Sheffield, Governor

DEPT. OF COMMUNITY & REGIONAL AFFAIRS

OFFICE OF THE COMMISSIONER

POUCH B
JUNEAU, ALASKA 99811
PHONE: (907) 465-4700

February 4, 1983

POSITION PAPER

RE: SJR 5

SPONSOR: Senator Ferguson

Program Effect of Bill

Supports the provision of federal pass-through funds derived from Outer Continental Shelf revenues to communities impacted by OCS activities.

Comments

The Department supports this effort to make federal OCS revenues available to local government units that are or will be experiencing impacts as a result of OCS lease sales.

These funds are doubly important with the demise of the Coastal Energy Impact Program.

Malband

COMMITTEE REPORT
SENATE

FURTHER:

3/18/83

Date: 5/6/83

Mr. President:

The Committee on FINANCE has had SCR 5

Requesting the Department of Transportation and Public Facilities to reconstruct and upgrade the Petersville Road in Matanuska-Susitna Borough

under consideration and (a majority of the committee) (the committee) reports it back with the following recommendations:

- do pass do not pass
- do pass with attached amendments(s)
- replace with CS for _____ same title
 new title

and recommends _____

- AND attaches a "Letter of Intent" New Fiscal Note
- reports it back without recommendation *FN 3/17/83 750.0*
Attached to bill 5/10/83
- referred to the _____ Committee

MEMBERS SIGNING
DO PASS

MEMBERS HAVING
OTHER RECOMMENDATIONS:

 CHAIRMAN

Introduced: 2/24/83
Referred: Transportation
and Finance

1 IN THE SENATE

BY KERTTULA

2

SENATE CONCURRENT RESOLUTION NO. 5

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

THIRTEENTH LEGISLATURE - FIRST SESSION

5

Requesting the Department of Transporta-

6

tion and Public Facilities to recon-

7

struct and upgrade the Petersville Road

8

in Matanuska-Susitna Borough.

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

10

WHEREAS in response to an overwhelming statement of need by the people

11

of the Matanuska-Susitna Borough who live in the Trapper Creek area that

12

the Petersville Road is in an unsafe and deplorable condition; and

13

WHEREAS the population in the area is rapidly increasing from several

14

state land disposals off Petersville Road; and

15

WHEREAS substantial mining activity and use of Petersville Road by

16

miners is occurring in the Fairview Hills and Cache Creek country; and

17

WHEREAS an increasing number of tourists are using the road to see the

18

magnificent view of Mt. McKinley; and

19

WHEREAS there are a growing number of school age children living on

20

the Petersville Road who need to be able to get to school, but the road is

21

not adequately constructed past mile seven to safely fulfill this purpose;

22

and

23

WHEREAS an inadequate culvert at Trapper Creek frequently causes

24

flooding; and

25

WHEREAS the road is inadequate given the amount of traffic using it;

26

BE IT RESOLVED by the Alaska State Legislature that in response to

27

overwhelming need, the governor is respectfully requested to direct the

28

Department of Transportation and Public Facilities to reconstruct and

29

upgrade the Petersville Road in the Susitna Valley.

STATE OF ALASKA
FISCAL NOTE

Revision Date March 17, 1983

I. REQUEST

Bill/Resolution No.: SCR 5
Title: Requesting DOT/PF to reconstruct
and upgrade the Petersville Road in
Manatuska-Susitna Borough.

Sponsor: Kerttula
Requestor:

II. FISCAL DETAIL

Agency Affected: DOT&PF
Program Category Affected:

BRU, Program or Subprogram(s) Affected:

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL OPERATING						
CAPITAL	-	750.0	750.0	750.0	34,466.8	27,551.8
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND	-	750.0	750.0	750.0	34,466.8	27,551.8
FEDERAL FUNDS						
OTHER (Specify Source)						

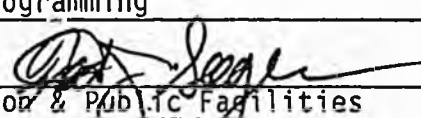
POSITIONS:

FULL TIME						
PART TIME						
TEMPORARY						

III. SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

Not identified in SCR 5

IV. ANALYSIS: See Attached Analysis.

Prepared by: Reed Gibby Phone: 266-1652
Division: Planning and Programming Date: 3/15/83
Approved by Commissioner:  Date: 3/17/83
Department: Transportation & Public Facilities

Distribution:

Original to Legislative Finance
Copy to Office of Management and Budget (for Legislature introduced bills)
Copy to Department (for Governor introduced bills)
Copy to Sponsor
Copy to Requestor (if different from Sponsor)

3/8/83

SCR 5 (Cont'd)

IV. Analysis

The reconstruction of Petersville Road to a standard 28 foot wide gravel road was separated into two road segments for cost estimation purposes. The two road segments are:

1. MP 7 - 19
2. MP 19 - 36 (end of State maintenance)

The segment of the road for MP 0 - 7 is currently constructed to a 28 foot width.

The estimated costs of this project in FY'83 dollars are as follows:

	<u>MP 7 - 19</u>	<u>MP 19 - 36</u>	<u>Total</u>
Preliminary Engineering	\$ 675,000	\$ 1,309,000	\$ 1,984,000
Right-of-Way	100,000	100,000	200,000
Construction	<u>13,715,000</u>	<u>26,615,000</u>	<u>40,330,000</u>
Total	\$14,490,000	\$28,024,000	\$42,514,000

All costs are assumed to inflate at 10% per year over the development of the project.

The preliminary engineering is assumed to require 42 months and was allocated as follows:

	<u>MP 7 - 19</u>	<u>MP 19 - 36</u>	<u>Total</u>
FY'84	\$250,000	\$500,000	\$750,000
FY'85	250,000	500,000	750,000
FY'86	250,000	500,000	750,000
FY'87	78,000	96,000	174,000

Right-of-way acquisition was assumed to be completed in FY'87 and was allocated as follows:

	<u>MP 7 - 19</u>	<u>MP 19 - 36</u>	<u>Total</u>
FY'87	\$146.4	\$146.4	\$292.8

The construction phase was assumed to be completed during FY'87 and FY'88 and was allocated as follows:

	<u>MP 7 - 19</u>	<u>MP 19 - 36</u>	<u>Total</u>
FY'87	\$12,000,000	\$22,000,000	\$34,000,000
FY'88	8,888,100	18,663,700	27,551,800

BILL SHEFFIELD, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

POUCH Z
JUNEAU, ALASKA 99811
PHONE: (907) 465-3900

OFFICE OF THE COMMISSIONER

January 10, 1984

Re: Fiscal Note Transmittal

Distribution

The Department of Transportation and Public Facilities hereby transmits the fiscal note and supporting documentation for the legislation identified below. This transmittal supersedes all previous distributions.

Bill No.: SCR 5

Title : "...Reconstruct Petersville Road..."

Sponsor : Kerttula

Sincerely,



Ed Cronick
Legislative Liaison
Department of Transportation
& Public Facilities

DISTRIBUTION:

Legislative Finance

Legislative Sponsor - Kerttula

Requestor - N.A.

Office of Management and Budget - Lisa Emerson

Impacted Agency(ies) Attn: Legislative Liaison - N.A.

Regional Directors of Administrative Services - J. Merrill

Regional Director P&P - R. Snell



STATE OF ALASKA
FISCAL NOTE

Revision Date: 11/30/83

I. REQUEST

Bill/Resolution No.: SCR 5
 Title: Reconstruct Petersville Road
 Sponsor: Kerttula
 Requestor: Transportation and Finance
 Date of Request: 10/1/83

II. FISCAL DETAIL

Agency Affected: DOT&PF
 Program Category Affected: BRU, Program or Subprogram(s) Affected: Design and Construction

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL OPERATING						593.0
CAPITAL	100.0	900.0	750.0	35,150.8	27,551.8	
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND						593.0
FEDERAL FUNDS						
OTHER (Specify Source)						
TOTAL	100.0	900.0	750.0	35,150.8	27,551.8	593.0

POSITIONS:

FULL TIME						2
PART TIME						
TEMPORARY						
TOTAL						

II. SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

Not identified by bill sponsor

IV. ANALYSIS: Attach a separate page for any Analysis

Prepared by: William R. Snell, Director Phone: 266-1462
 Division: Central Region Planning & Programming Date: 11/30/83

Approved by Commissioner: David W. Haugen Date: 11/30/83
 Department: Deputy Commissioner, Central Region

Distribution:

Original to Legislative Finance
 Copy to Office of Management and Budget (for Legislature introduced bills)
 Copy to Department (for Governor introduced bills)
 Copy to Sponsor
 Copy to Requestor (if different from Sponsor)

IV. Analysis: 107/83 provided for \$1,000.0 Federal Aid Funds and \$100.0 State Funds for PE and Planning on Petersville Road.

The reconstruction of Petersville Road to a standard 28 foot wide gravel road was separated into two road segments for cost estimation purposes. The two road segments are:

1. MP 7 - 19
2. MP 19 - 36 (end of State maintenance)

The segment of the road for MP 0 - 7 is currently constructed to a 28 foot width.

The estimated costs of this project in FY 84 dollars are as follows (inflated 10% from 83 dollars):

	<u>MP 7 - 19</u>	<u>MP 19 - 36</u>	<u>Total</u>
Preliminary Engineering	\$ 742,500	\$ 1,439,900	\$ 2,182,400
Right of Way	110,000	110,000	220,000
Construction	<u>15,086,500</u>	<u>29,276,500</u>	<u>44,363,000</u>
Total	\$15,939,000	\$30,826,400	\$48,947,800

All costs are assumed to inflate at 10% per year over the development of the project.

The preliminary engineering is assumed to require 42 months and was allocated as follows:

	<u>MP 7 - 19</u>	<u>MP 19 - 36</u>	<u>Total</u>
FY '84	\$ 100,000	\$ -0-	\$ 100,000
FY '85	250,000	650,000	900,000
FY '86	250,000	500,000	750,000
FY '87	278,000	580,000	858,000

Right-of-Way acquisition was assumed to be completed in FY '87 and was allocated as follows:

	<u>MP 7 - 19</u>	<u>MP 19 - 36</u>	<u>Total</u>
FY '87	\$ 146,400	\$ 146,600	\$ 292,800

The construction phase was assumed to be completed during FY '87 and FY '88 and was allocated as follows:

	<u>MP 7 - 19</u>	<u>MP 19 - 36</u>	<u>Total</u>
FY '87	\$12,000,000	\$22,000,000	\$34,000,000
FY '88	8,888,100	18,663,700	27,551,800

- A. Impact on Existing Programs: Staff resources will be utilized to manage a consultant contract.
- B. Impact on New Programs or Activities: Would compete against other priorities and needs identified in the capital budgeting process.
- C. How figures were derived: Update from cost estimate developed 3/83.
- D. Additional Explanation: Project being developed with Federal aid money to federal standards. At present, the Petersville Road is currently maintained year round from MP 0 to 7 and from May through October from MP 7 to 35. Two maintenance positions and equipment would be added if maintained from 0 - 35 on a year round basis, beginning in FY '89. In 107/83/75/19 the amount of \$100,000 of State funding was appropriated and \$1,000,000 of Federal funding was authorized. The Department has initiated the preliminary engineering on MP 7 - 19 of this project.

The cost estimates in this fiscal note are conceptual and have an accuracy range of -25% to +75%. More accurate cost estimates will be available once the preliminary engineering work has been completed.

Introduced: 2/24/83
Referred: Transportation
and Finance

1 IN THE SENATE

BY KERTTULA

2

SENATE CONCURRENT RESOLUTION NO. 5

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

THIRTEENTH LEGISLATURE - FIRST SESSION

5

Requesting the Department of Transporta-

6

tion and Public Facilities to recon-

7

struct and upgrade the Petersville Road

8

in Matanuska-Susitna Borough.

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

10

WHEREAS in response to an overwhelming statement of need by the people

11

of the Matanuska-Susitna Borough who live in the Trapper Creek area that

12

the Petersville Road is in an unsafe and deplorable condition; and

13

WHEREAS the population in the area is rapidly increasing from several

14

state land disposals off Petersville Road; and

15

WHEREAS substantial mining activity and use of Petersville Road by

16

miners is occurring in the Fairview Hills and Cache Creek country; and

17

WHEREAS an increasing number of tourists are using the road to see the

18

magnificent view of Mt. McKinley; and

19

WHEREAS there are a growing number of school age children living on

20

the Petersville Road who need to be able to get to school, but the road is

21

not adequately constructed past mile seven to safely fulfill this purpose;

22

and

23

WHEREAS an inadequate culvert at Trapper Creek frequently causes

24

flooding; and

25

WHEREAS the road is inadequate given the amount of traffic using it;

26

BE IT RESOLVED by the Alaska State Legislature that in response to

27

overwhelming need, the governor is respectfully requested to direct the

28

Department of Transportation and Public Facilities to reconstruct and

29

upgrade the Petersville Road in the Susitna Valley.

THE LEGISLATURE OF THE STATE OF ALASKA
THIRTEENTH LEGISLATURE

FISCAL NOTE

I. REQUEST

Bill/Resolution No. SCR 5
Title Requesting DOTPF to reconstruct and upgrade Petersville Rd.
Requested by House Finance Committee Date 6/15/83

II. FISCAL DETAIL

Agency Affected DOTPF
Program Category Affected _____
BRU, Program, Or Subprogram(s) Affected _____
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL		-----				

FUNDING (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)

The FY 84 capital budget includes funding in the amount of \$1,100,000 for planning and engineering of Petersville Road. Only \$100,000 of this is general fund money; the rest is federal funds.

Therefore, no additional funding is needs to be noted on this fiscal note.

IV. DATE 6/15/83 PREPARED BY AI Adams, Chair *BPA*
AGENCY House Finance Committee
Original: Legislative Finance PHONE 465-3706
cc: Budget and Management
Prime Sponsor (First Legislator Named)
33-001 (Rev. 12/82)

The following individuals may testify on SCR 5:

Senator Kerttula (or staff), sponsor

A representative of DOTPF

SCR 5: Background

Senator Kerttula sponsored SCR 5, requesting an upgrade of the Petersville road, in an effort to encourage the Department of Transportation and Public Facilities to improve the road. Petersville Road is a state maintained road that extends approximately 20 miles west from the Parks Highway near Talkeetna into an area just south of Denali National Park.

The Department of Natural Resources has conducted homesite, subdivision and agricultural land disposals in the area. In order for the owners of the property to have appropriate access to their land, the road should be improved.

At present, the road is in reasonable condition in the first 7 miles. However, it deteriorates rapidly and is in poor condition for the next 12 to 13 miles.

Attached are the minutes of the Senate Transportation Committee meeting of March 17 at which this resolution was considered. The discussions at this meeting appropriately capture the rationale of this resolution.

Also attached is a petition from property owners in the area served by the Petersville Road requesting that it be upgraded.

Attachments

SENATE TRANSPORTATION
STANDING COMMITTEE
March 17, 1983
1:30 p.m.

Members Present: Senator Moss, Chairman
Senator Fahrenkamp, Vice Chairman
Senator Kerttula
Senator Gilman
Senator Faiks

COMMITTEE CALENDAR

- SCR 5 Requesting the Department of Transportation and Public Facilities to reconstruct and upgrade the Petersville Road in Matanuska-Susitna Borough.
- SCR 6 Encouraging the upgrading and resurfacing of the Old Glenn Highway from the Knik River to the Matanuska River.
- SCR 7 Encouraging the extension of a four-lane highway from the Eklutna Flats to the Palmer-Wasilla "Y".
- SCR 9 Requesting that the Farm Loop Road in the Matanuska-Susitna Borough be upgraded.

WITNESS REGISTER

Senator Jalmar M. Kerttula
Pouch V
Juneau, Alaska 99811
Phone: 465-3771
Position Statement: Sponsor

Warren Sparks
Planning and Programming
Department of Transportation and Public Facilities
Pouch Z
Juneau, Alaska 99811
Phone: 364-4324
Position Statement: Available for Questions

PREVIOUS ACTION

None

TAPE #5, Side A
Recording
Number

ACTION NARRATIVE

- 000 Chairman Moss called the meeting to order at 1:30 p.m., noting that a quorum was present, consisting of Senators Fahrenkamp and Kerttula and himself. He also noted that Warren Sparks, from the Planning and Programming section of the Department of

Transportation and Public Facilities (DOT/PF), was present to testify on the fiscal notes prepared by the Department for the Senate Concurrent Resolutions under discussion. Senator Faiks and Gilman arrived at this time.

032

Senator Kerttula gave his testimony on the SCRs, saying that he submitted them on order to encourage DOT/PF staff to study these needs and work them into their statewide plans. SCR 5, Kerttula noted, is requesting the programming section to upgrade the Petersville Road, directly west of Talkeetna. He indicated that the State has awarded home lots and agricultural land in this area, and that the road from the "Y" at Trapper's Creek is gravel for the first four or five miles, and then disintegrates. Kerttula suggested that DOT/PF staff consider it for Federal Aid to Highways, and upgrade it as soon as is reasonable on their priority list.

Kerttula indicated SCR 6 was submitted in support of petitions from several hundred people to resurface the road. Kerttula indicated that the road receives a tremendous amount of traffic from the Knik River Bridge to Palmer and is full of chuck holes. Kerttula noted that DOT/PF staff indicated the cost of reconstruction of the road would cost five million dollars. Kerttula said that he was thinking of resurfacing the road rather than reconstructing it, and he thought resurfacing should cost only between three and four million dollars.

--Kerttula noted that this Committee had already passed SCR 7 in the form of a bill (SB 6), and indicated that he felt that if DOT/PF staff didn't feel there was sufficient Federal Aid funding available, at least SCR 7 would give them the authority to plan and design for that four-lane from the end of Eklutna Flats to the Palmer-Wasilla "Y". Kerttula noted that DOT/PF staff had prepared a fiscal note which estimates the cost of the four-lane at a figure of considerably less than estimated in the Bill.

In regard to SCR 9, Kerttula indicated that the Farm Loop road is one of the oldest roads in the Matanuska Valley. It was a farm road, Kerttula indicated, but now is a State highway and needs upgrading to accommodate the population. Kerttula indicated that all of the Resolutions are intended to be messages to DOT/PF staff that these roads need to be improved.

176

Senator Fahrenkamp asked if the area indicated in SCR 5 was in the Borough. Kerttula indicated that part of the area might be in the Borough, heading toward the back end of Mt. McKinley. The far end of it goes around Denali, and the area is only technically, if at all, in the Borough area.

Senator Faiks asked if the work could be done with LSR&T funds, and Kerttula replied that it had never been tried. Kerttula indicated that he would prioritize SCR 6 as first in importance and SCR 5 second.

287

Chairman Moss recognized Warren Sparks, from the Planning and Programming section of DOT/PF, who was present to testify on the fiscal notes prepared by DOT/PF staff. Mr. Sparks apologized for not having a fiscal note on SCR 9, indicating that DOT/PF staff was not able to get it down to Juneau in time. In response to a question from Senator Gilman, Mr. Sparks indicated that fiscal notes are prepared by the personnel in the DOT/PF region in which the project is located. The fiscal note is then sent to the Commissioner's office and transmitted to the Legislature.

362

Senator Moss asked if the fiscal note on SCR 5 was prepared considering the possibility of Federal Aid on that particular stretch of the highway. Sparks indicated that the route is a designated Federal Aide route, the first six or seven miles of which was reconstructed in the late 1960's, and that DOT/PF staff has been working with staff of the Department of Natural Resources, Division of Parks, to restore the road. Sparks indicated that DOT/PF staff proposed to do the project in two sections, mile 7 and mile 19 in the first section, and miles 19 and 36 in the second section. Sparks indicated that money for the engineering on SCR 7 (SB 6) has already been requested in DOT/PF's budget submission.

500

Senator Fahrenkamp indicated that the resolutions point out the need for the Senate Transportation Committee to look at long-range plans. Kerttula indicated that the Governor intends statewide studies, and noted that the Transportation Committee is a new committee and it would probably be next year before the Committee is ready to prepare a statewide plan.

643

Senator Gilman indicated that the Transportation Committee ought to examine the administration's six-year plan, after giving the new administration a chance to examine the six-year plan they inherited. Gilman suggested that the function of the Transportation Committee should be to review those six-year plans. He emphasized that when the Committee has agreed on a six-year plan, it is important not to deviate from it drastically, because the public is confused when they find work for their area scheduled in a long-range plan one year, and dropped out the next. If they have some reasonable assurance that there is going to be some addressing of the transportation problems within their area, they will not be so anxious every time a supplementary budget is being proposed.

Senator Kerttula agreed, adding that any process used to develop a plan should allow for legislative input in the development period, so that the plan can have legislative support.

643

Senator Gilman indicated that a series of five-year plans is needed. He indicated that a five-year plan is needed for the interstate highway system, using most of the Federal dollars available to build an interstate system, and based on all the formalities involved in dealing with the Federal Government to build a Federal road. But there should also be a five-year plan for the airport system, Gilman indicated, and one for docks, and

one for other secondary roads. Gilman stated the money shouldn't all be appropriated to the interstate highway system, or to any one part of the system, but that long-range financial planning can be used to indicate what roads should be built first. Gilman suggested that that should not be the responsibility of a particular committee, but should be the result of discussions among various committees.

714 Senator Faiks asked whether this planning was something that could be accomplished during the interim. Senators Moss and Kerttula agreed that it could perhaps best be done during the interim, when legislators would not be involved in so many different committees, as they are during the session.

743 Senator Fahrenkamp moved that all of the SCRs before the committee be moved with individual recommendations. The motion passed unanimously.

780 Chairman Moss adjourned the meeting at 2:15 p.m.

Introduced: 2/24/83
Referred: Transportation
and Finance

1 IN THE SENATE

BY KERTTULA

2

SENATE CONCURRENT RESOLUTION NO. 5

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

THIRTEENTH LEGISLATURE - FIRST SESSION

5

Requesting the Department of Transporta-

6

tion and Public Facilities to recon-

7

struct and upgrade the Petersville Road

8

in Matanuska-Susitna Borough.

9

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

10

WHEREAS in response to an overwhelming statement of need by the people

11

of the Matanuska-Susitna Borough who live in the Trapper Creek area that

12

the Petersville Road is in an unsafe and deplorable condition; and

13

WHEREAS the population in the area is rapidly increasing from several

14

state land disposals off Petersville Road; and

15

WHEREAS substantial mining activity and use of Petersville Road by

16

miners is occurring in the Fairview Hills and Cache Creek country; and

17

WHEREAS an increasing number of tourists are using the road to see the

18

magnificent view of Mt. McKinley; and

19

WHEREAS there are a growing number of school age children living on

20

the Petersville Road who need to be able to get to school, but the road is

21

not adequately constructed past mile seven to safely fulfill this purpose;

22

and

23

WHEREAS an inadequate culvert at Trapper Creek frequently causes

24

flooding; and

25

WHEREAS the road is inadequate given the amount of traffic using it;

26

BE IT RESOLVED by the Alaska State Legislature that in response to

27

overwhelming need, the governor is respectfully requested to direct the

28

Department of Transportation and Public Facilities to reconstruct and

29

upgrade the Petersville Road in the Susitna Valley.

STATE OF ALASKA
FISCAL NOTE

Fiscal Note to accompany
Revision Date March 17, 1983

Bill Furnished H. File
6/10/83

REQUEST

Bill/Resolution No.: SCR 6
Title: Encouraging the upgrading and resurfacing of the Old Glenn Hwy from the Knik River to the Matanuska River.

II. FISCAL DETAIL

Agency Affected: DOT/PF
Program Category Affected:

Sponsor: Kerttula
Requestor:

BRU; Program of Subprogram(s) Affected:

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL OPERATING						
CAPITAL	-	100.0	100.0	100.0	5,277.2	5,472.4
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND	-	100.0	100.0	100.0	5,277.2	5,472.4
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS:

FULL TIME						
PART TIME						
TEMPORARY						

II. SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

Not identified in SCR 6

IV. ANALYSIS: See Attached for Analysis.

Prepared by: Reed Gibby
Division: Planning & Programming

Phone: 266-1652
Date: 3/15/83

Approved by Commissioner: *[Signature]*
Department: Transportation & Public Facilities

Date: 3/17/83

Distribution:

- Original to Legislative Finance
- Copy to Office of Management and Budget (for Legislature introduced bills)
- Copy to Department (for Governor introduced bills)
- Copy to Sponsor
- Copy to Requestor (if different from Sponsor)

3/8/83

IV. Analysis

The estimated costs of this project in FY'83 dollars are as follows:

Preliminary Engineering	\$ 327,000
Right of Way Acquisition	111,000
Construction	6,813,000

All costs are assumed to inflate at 10% per year.

The preliminary engineering is assumed to require 42 months and was allocated as follows:

FY'84	\$100,000
FY'85	100,000
FY'86	100,000
FY'87	104,700

The Right of Way acquisition was assumed to occur in FY'87 at a cost of \$162,500.

The construction phase was assumed to last 2 years and was allocated as follows:

FY'87	\$5,000,000
FY'88	5,472,400

The Old Glenn Highway is designated as a Federal-Aid Secondary route, however this analysis assumes that project funding would be from the State General Fund. If federal funding was used approximately 90% of the project costs would be eligible for federal funding. This analysis also assumes that replacement of the bridge across the Matanuska River is not included in the project.

COMMITTEE REPORT
SENATE

3/18/83

FURTHER:

Date: 5/6/83

Mr. President:

The Committee on FINANCE has had SCR 6

Encouraging the upgrading and resurfacing of the Old Glenn Highway from the Knik River to the Matanuska River

under consideration and (a majority of the committee) (the committee) reports it back with the following recommendations:

- do pass do not pass
- do pass with attached amendments(s)
- replace with CS for _____ same title
 new title
- and recommends _____
- AND attaches a "Letter of Intent" New Fiscal Note
- reports it back without recommendation
- referred to the _____ Committee

MEMBERS SIGNING
DO PASS

Joe ...

Jan ...

MEMBERS HAVING
OTHER RECOMMENDATIONS:

Bob ...

...

John ...

[Signature]

CHAIRMAN

[Signature]

Introduced: 2/24/83
Referred: Transportation
and Finance

1 IN THE SENATE

BY KERTTULA

2

SENATE CONCURRENT RESOLUTION NO. 6

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

THIRTEENTH LEGISLATURE - FIRST SESSION

5

Encouraging the upgrading and resurfac-

6

ing of the Old Glenn Highway from the

7

Knik River to the Matanuska River.

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

9

WHEREAS in response to an overwhelming statement of need by the people
10 of the Matanuska-Susitna Borough that the Old Glenn Highway from the Knik
11 River Bridge to the City of Palmer is in unsafe and deplorable condition;
12 and

13

WHEREAS the population of the Matanuska-Susitna Borough is rapidly
14 increasing; and

15

WHEREAS the Old Glenn Highway is a state-owned and maintained highway;
16 and

17

WHEREAS the Old Glenn Highway is a major thoroughfare in the
18 Matanuska-Susitna Borough; and

19

WHEREAS the Butte area along the Old Glenn Highway is one of the most
20 productive agricultural areas of the state and the produce is transported
21 by truck over the Old Glenn Highway; and

22

WHEREAS there is an increase of traffic on this historic road; and

23

WHEREAS there was a large flood from the Knik River which damaged the
24 surface of the highway; and

25

WHEREAS a dike has been constructed to prevent damage to the highway
26 in the event of another flood; and

27

WHEREAS the Old Glenn Highway has not been resurfaced since it was
28 paved in the 1960's; and

29

WHEREAS 450 residents along the Old Glenn Highway have signed a

1 petition stating that the Old Glenn Highway has fallen into such disrepair
2 that it is a hazard to drive;

3 BE IT RESOLVED by the Alaska State Legislature that the governor is
4 respectfully requested to direct the commissioner of transportation and
5 public facilities to request as a high priority, funds from the Federal
6 Highway Administration for the upgrading and resurfacing of the Old Glenn
7 Highway from the Knik River to the Matanuska River.

COMMITTEE REPORT
HOUSE

(11)

FURTHER:

5/24/83

Date:

5-24-83

Mr. Speaker:

FINANCE

SCR 6

The Committee on _____ has had _____

Encouraging the upgrading and resurfacing of the Old Glenn Highway from the Knik River to the Matanuska River.

under consideration and reports it back as follows:

- do pass do not pass
- do pass with attached amendments(s)
- replace with CS for _____ same title
 new title
- and recommends _____
- AND attaches a "Letter of Intent" New Fiscal Note
- reports it back without recommendation Zero Fiscal Note Attached
- referred to the _____ Committee

MEMBERS SIGNING
DO PASS

Albert L. Cook

W. H. ...

J. H. ...

...

...

...

...

...

...

MEMBERS HAVING
OTHER RECOMMENDATIONS:

Walt ...

John ... - Pass if give Special Favors to District Roads

...

...

... (Central region is large - all needs see great)

WILLO H. FITZ (NO REC)

Albert L. Cook

CHAIRMAN

Introduced: 2/24/83
Referred: Transportation
and Finance

1 IN THE SENATE

BY KERTTULA

2 SENATE CONCURRENT RESOLUTION NO. 6
3 IN THE LEGISLATURE OF THE STATE OF ALASKA
4 THIRTEENTH LEGISLATURE - FIRST SESSION

5 Encouraging the upgrading and resurfac-
6 ing of the Old Glenn Highway from the
7 Knik River to the Matanuska River.

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

9 WHEREAS in response to an overwhelming statement of need by the people
10 of the Matanuska-Susitna Borough that the Old Glenn Highway from the Knik
11 River Bridge to the City of Palmer is in unsafe and deplorable condition;
12 and

13 WHEREAS the population of the Matanuska-Susitna Borough is rapidly
14 increasing; and

15 WHEREAS the Old Glenn Highway is a state-owned and maintained highway;
16 and

17 WHEREAS the Old Glenn Highway is a major thoroughfare in the
18 Matanuska-Susitna Borough; and

19 WHEREAS the Butte area along the Old Glenn Highway is one of the most
20 productive agricultural areas of the state and the produce is transported
21 by truck over the Old Glenn Highway; and

22 WHEREAS there is an increase of traffic on this historic road; and

23 WHEREAS there was a large flood from the Knik River which damaged the
24 surface of the highway; and

25 WHEREAS a dike has been constructed to prevent damage to the highway
26 in the event of another flood; and

27 WHEREAS the Old Glenn Highway has not been resurfaced since it was
28 paved in the 1960's; and

29 WHEREAS 450 residents along the Old Glenn Highway have signed a

1 petition stating that the Old Glenn Highway has fallen into such disrepair
2 that it is a hazard to drive;

3 BE IT RESOLVED by the Alaska State Legislature that the governor is
4 respectfully requested to direct the commissioner of transportation and
5 public facilities to request as a high priority, funds from the Federal
6 Highway Administration for the upgrading and resurfacing of the Old Glenn
7 Highway from the Knik River to the Matanuska River.

STATE OF ALASKA 1984 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date: _____

REQUEST

Bill/Resolution No.: SCR 6
 Title: Upgrade of Old Glenn Highway
 Sponsor: Senator Kerttula
 Requestor: House Finance
 Date of Request: 5/22/84

FISCAL DETAIL

Agency Affected: Dot/Pf
 Program Category Affected: _____
 BRU, Program or Subprogram(s) Affected: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 84	FY 85	FY 86	FY 87	FY 88 -	FY 89
OPERATING						
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 SUPPLIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS						
800 MISCELLANEOUS						
TOTAL OPERATING						
CAPITAL						
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

The bill requests exploration of federal funds for the project; hence actual costs cannot be determined until amount of federal funds available for the project is determined. The DOT/PF should not assume that general funds have to be used for the project.

ANALYSIS: Attach a separate page for analysis

Prepared By: Al Adams, Chair BPA Phone: 465-3706
 Division: House Finance Committee Date: 5/22/84

Approved by Commissioner: _____ Date: _____
 Agency: _____

Distribution (by Agency preparing fiscal note):

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)

12/1/83

STATE OF ALASKA 1984 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date: _____

REQUEST

Bill/Resolution No.: SCR 6
Title: Upgrade of Old Glenn Highway
Sponsor: Senator Kerttula
Requestor: House Finance
Date of Request: 5/22/84

FISCAL DETAIL

Agency Affected: Dot/Pf
Program Category Affected: _____
BRU, Program or Subprogram(s) Affected: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 84	FY 85	FY 86	FY 87	FY 88 -	FY 89
OPERATING						
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 SUPPLIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS						
800 MISCELLANEOUS						
TOTAL OPERATING						
CAPITAL						
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

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ANALYSIS: Attach a separate page for analysis

Prepared By: Al Adams, Chair *AAA* Phone: 465-3706
Division: House Finance Committee Date: 5/22/84

Approved by Commissioner: _____ Date: _____
Agency: _____

Distribution (by Agency preparing fiscal note):

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)

12/1/83

STATE OF ALASKA
FISCAL NOTE

Revision Date March 17, 1983

I. REQUEST

Bill/Resolution No.: SCR 6
Title: Encouraging the upgrading and resurfacing of the Old Glenn Hwy from the Knik River to the Matanuska River.

Sponsor: Kerttula
Requestor:

II. FISCAL DETAIL

Agency Affected: DOT/PF
Program Category Affected:

BRU, Program of Subprogram(s) Affected:

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL OPERATING						
CAPITAL	-	100.0	100.0	100.0	5,277.2	5,472.4
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND	-	100.0	100.0	100.0	5,277.2	5,472.4
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS:

FULL TIME						
PART TIME						
TEMPORARY						

II. SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

Not identified in SCR 6

IV. ANALYSIS: See Attached for Analysis.

Prepared by: Reed Gibby
Division: Planning & Programming
Phone: 266-1652
Date: 3/15/83

Approved by Commissioner: *Don J. Seger*
Department: Transportation & Public Facilities
Date: 3/17/83

Distribution:

Original to Legislative Finance
Copy to Office of Management and Budget (for Legislature introduced bills)
Copy to Department (for Governor introduced bills)
Copy to Sponsor
Copy to Requestor (if different from Sponsor)

3/8/83

IV. Analysis

The estimated costs of this project in FY'83 dollars are as follows:

Preliminary Engineering	\$ 327,000
Right of Way Acquisition	111,000
Construction	6,813,000

All costs are assumed to inflate at 10% per year.

The preliminary engineering is assumed to require 42 months and was allocated as follows:

FY'84	\$100,000
FY'85	100,000
FY'86	100,000
FY'87	104,700

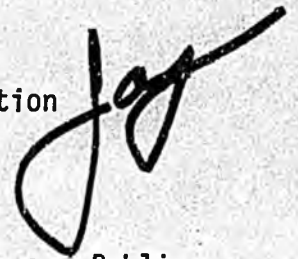
The Right of Way acquisition was assumed to occur in FY'87 at a cost of \$162,500.

The construction phase was assumed to last 2 years and was allocated as follows:

FY'87	\$5,000,000
FY'88	5,472,400

The Old Glenn Highway is designated as a Federal-Aid Secondary route, however this analysis assumes that project funding would be from the State General Fund. If federal funding was used approximately 90% of the project costs would be eligible for federal funding. This analysis also assumes that replacement of the bridge across the Matanuska River is not included in the project.

Senate Concurrent Resolution #6: Justification

A large, stylized handwritten signature in black ink, appearing to be 'Jay', is written over the right side of the page, partially overlapping the title.

SCR 6 will indicate to the Department of Transportation and Public Facilities (DOT/PF) the Legislature's priority to upgrade the Old Glenn Highway between the Knik River and Palmer in the Matanuska-Susitna Borough.

Average Daily Traffic (ADT) on this major collector for the eastern Matanuska Valley varies from 1,000 ADT at the Knik River to 6,000 ADT at Palmer.

The DOT/PF has recognized the need for major upgrade and is preparing preliminary engineering and environmental analysis for reconstruction.

The Old Glenn Highway was the first road access to Palmer and areas north out of Anchorage. The highway was constructed in the 1930's and last resurfaced in the early 1960's. Portions of the highway were damaged in the early 1970's by spring overflow flooding. This problem will be prevented by a dike which has since been constructed. There has been no subsequent repair of the highway, however.

The reconstruction program would include right-of-way acquisition and realignment, bridge replacement and resurfacing. DOT/PF has begun the process of using Federal Highway Administration (FHWA) matching funds for the reconstruction with \$100,000 appropriated last year by the Legislature for planning and engineering. This was matched by \$1,000,000 in FHWA funding.

JK/rjr/bck

STATE OF ALASKA

Bill Sheffield, Governor

DEPARTMENT OF TRANSPORTATION
and PUBLIC FACILITIES
CENTRAL REGION PLANNING & PROGRAMMING
Director's Office

4111 AVIATION AVENUE, POUCH 9900
ANCHORAGE 99502 (TELEX 25-10)
PHONE: 266-1462

*Per our in
H. file?*

Zero

April 3, 1984

*Book up for the Per
& put into the file (2)
for S report*

The Honorable Jalmar Kerttula
President of the Senate
Alaska State Legislature
Pouch V
Juneau, AK 99811

Dear Senator Kerttula:

This letter is in response to your aide's request for traffic count information for the Farm Loop Road and the Old Glenn Highway in addition to the Department's plans for these roads.

Farm Loop Road has an average daily traffic (ADT) count of 180 vehicles. Due to the relatively low traffic volume, improvements to this road are considered a lower priority than for other collector roads with higher traffic volumes, such as Pittman Road and Clark-Wolverine Road. The Department has no current projects planned for Farm Loop Road.

The average ADT on the Old Glenn Highway between the Knik Bridge and Palmer varies from approximately 1000 ADT at the Knik Bridge to 6000 ADT at the junction with South Valley Way. The Department has begun the preliminary engineering and environmental analysis for reconstruction of this highway between the Knik River and Palmer.

The current schedule for this project is:

- | | |
|---|-------|
| 1. Complete Draft Location Study Report | 11/84 |
| 2. Complete Draft Environmental Document | 9/85 |
| 3. Hold Location Public Hearing | 10/85 |
| 4. Final Location Study Report and Environmental Document | 12/85 |
| 5. Obtain Federal Location Approval | 1/86 |

After obtaining federal location approval, additional funding tentatively estimated at \$350,000 will need to be obligated by the Federal Highway Administration for the design of the project, including a materials analysis. This design work is estimated to require approximately 9 months of additional time. At this time, there is no construction funding authorization for the project.

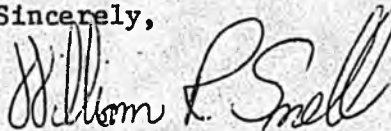
The Honorable Jalmar Kerttula

-2-

April 3, 1984

Thank you for the opportunity to provide you this information. Please contact me if I can provide additional information.

Sincerely,



William R. Snell

Director

RM/bjf

cc: Richard S. Armstrong, Director, D&C, Central Region
Ray Gillispie, Legislative Assistant, Office of the Governor
David W. Haugen, Deputy Commissioner, Central Region
Paula Ramsey, Budget Analyst/Legislative Liaison, Statewide Programs

Introduced: 2/24/83
Referred: Transportation
and Finance

1 IN THE SENATE

BY KERTTULA

2

SENATE CONCURRENT RESOLUTION NO. 7

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

THIRTEENTH LEGISLATURE - FIRST SESSION

5

Encouraging the extension of a four-lane

6

highway from the south end of Eklutna

7

Flats to the Palmer-Wasilla "Y".

8

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

9

WHEREAS in response to an overwhelming need for improvements and

10

expansion of the heaviest traveled road leading from Anchorage; and

11

WHEREAS the Parks/Glenn Highway (Alaska #3) is a state-owned and

12

maintained highway; and

13

WHEREAS as the population of the Matanuska and Susitna Valleys is

14

increasing rapidly due to their favorable location and proximity to Anchor-

15

age and many of the residents of this area commute daily to and from

16

Anchorage; and

17

WHEREAS this is the only major thoroughfare for travel north out of

18

Anchorage; and

19

WHEREAS large numbers of people travel on holidays and weekends to the

20

Matanuska-Susitna Borough for recreation such as skiing, fishing, hunting,

21

hiking, camping, picnicking, and other activities; and

22

WHEREAS large populations of moose occupy the Eklutna Flats and the

23

Knik and Matanuska River deltas and pose a hazard to motorists that a wider

24

road would alleviate; and

25

WHEREAS the highway is a scenic drive with magnificent views of the

26

Talkeetna and Chugach Mountains, the Eklutna Flats, and the Matanuska and

27

Knik Rivers; and

28

WHEREAS due to these varied reasons there is heavy traffic on the two-

29

lane highway;

1 BE IT RESOLVED by the Alaska State Legislature that the governor is
2 respectfully requested to direct the commissioner of transportation and
3 public facilities to request as a high priority, funds from the Federal
4 Highway Administration for the construction of a four-lane highway from the
5 south end of the Eklutna Flats to the Palmer-Wasilla "Y".

STATE OF ALASKA
FISCAL NOTE

Revision Date March 9, 1983

I. REQUEST

Bill/Resolution No.: SCR 7
 Title: Encouraging the extension of a
 4 lane hwy. from the south end of
 Eklutna Flats to the Palmer-Wasilla "Y"
 Sponsor: Senator Kerttula
 Requestor: Senator Kerttula

II. FISCAL DETAIL

Agency Affected: Transportation
 Program Category Affected: _____

BRU, Program of Subprogram(s) Affected: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88
OPERATING		0.0	0.0	0.0		
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LANDS & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL OPERATING		0.0	0.0	0.0		
CAPITAL		20.0	20.0	16.7		
REVENUE		0.0	0.0	0.0		

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS		19.0	19.0	15.9		
OTHER (Specify Source)		NOT IDENTIFIED				
		19.0	19.0	15.9		

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

III. SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

Federal funds available for 95% of project costs. Matching State funds of 5% not identified.

IV. ANALYSIS: Attach a separate page for any Analysis

Prepared By: William Snell Phone: 266-1677
 Division: Planning and Programming Date: 3/3/83
 Approved by Commissioner: *William Snell* Date: 3/16/83
 Department: Transportation and Public Facilities

Distribution:

- Original to Legislative Finance
- Copy to Office of Management and Budget (for Legislature introduced bills)
- Copy to Department (for Governor introduced bills)
- Copy to Sponsor
- Copy to Requestor (if different from Sponsor)

ANALYSIS:

1. The project costs were assumed to inflate at 10% per year through the life of the project.
2. The preliminary engineering was assumed to take approximately three years to complete. Funding would be required in each of these years. The preliminary engineering work was assumed to be contracted out to a consultant. The initial preliminary engineering funding was assumed to be available in FY'84 (July 1983). The original FY'83 constant cost estimate for the P.E. was \$946,000 which was 3% of the total construction cost. Inflating this cost at 10% per year, the cost of the P.E. phase was assumed to be as follows:

FY'84	FY'85	FY'86
400,000	400,000	334,000

3. The project was assumed to be eligible for 95% federal financing with a 5% State match requirement. Therefore only 5% of the project preliminary engineering costs are included under the Capital Expenditures assigned to this project.
4. The Department currently has the budgetary capability to initiate the FY'84 portion of the preliminary engineering work.

STATE OF ALASKA
FISCAL NOTE

Revision Date March 9, 1983

I. REQUEST

Bill/Resolution No.: SCR 7
 Title: Encouraging the extension of a
 4 lane hwy. from the south end of
 Eklutna Flats to the Palmer-Wasilla "Y"
 Sponsor: Senator Kerttula
 Requestor: Senator Kerttula

II. FISCAL DETAIL

Agency Affected: Transportation
 Program Category Affected:

BRU, Program of Subprogram(s) Affected:

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88
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100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
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FUNDING: (Thousands of Dollars)

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COMMITTEE REPORT

SENATE

2/28/83

FURTHER: FINANCE

Date: March 31, 1983

Mr. President:

The Committee on TRANSPORTATION has had SCR 8

Relating to travel by senior citizens aboard vessels of the state marine highway system.

under consideration and (a majority of the committee) (the committee) reports it back with the following recommendations:

- as follows
- do pass do not pass
- do pass with attached amendments(s) same title
- replace with CS for _____ new title
- and recommends _____
- AND attaches a "Letter of Intent" New Fiscal Note
- reports it back without recommendation
- referred to the _____ Committee

MEMBERS SIGNING
DO PASS

MEMBERS HAVING
OTHER RECOMMENDATIONS:

[Signature]
[Signature]

[Signature]
[Signature]

[Signature]
CHAIRMAN

Introduced: 2/28/83
Referred: Transportations
and Finance

BY RODEY, FERGUSON, RAY,
ZIEGLER AND ELIASON

1 IN THE SENATE

2 SENATE CONCURRENT RESOLUTION NO. 8

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 THIRTEENTH LEGISLATURE - FIRST SESSION

5 Relating to travel by senior citizens
6 aboard vessels of the state marine
7 highway system.

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

9 WHEREAS, since 1974, in response to House Concurrent Resolution
10 No. 52, the state marine highway system has provided for travel on ferries
11 by persons 65 years of age and older on a space-available basis within
12 Alaska without charge during the months of November to April, inclusive;
13 and

14 WHEREAS, during 1980, in response to Legislative Resolve No. 2, 1980,
15 the period of free passage for older Alaskans aboard state marine highway
16 vessels was extended to October 1 to May 15 inclusive; and

17 WHEREAS this service has been used by increasing numbers of older
18 Alaskans, permitting travel on the marine highway system at no cost while
19 increasing the number of foot passengers on vessels of the system; and

20 WHEREAS the policy of free passage for older persons allows only
21 passage without cost during the "off-season", is not extended to other
22 services for senior citizens traveling aboard vessels, and in fact requires
23 older persons to pay full costs of lodging; and

24 WHEREAS many senior citizens find it difficult to use vessels of the
25 marine highway system because of the unavailability and high cost of lodg-
26 ing;

27 BE IT RESOLVED that the Alaska State Legislature respectfully requests
28 the Governor to direct the commissioner of transportation and public facil-
29 ities to direct the division of marine highways to extend free passage on

1 the Aurora, Le Conte, Chilkat, Tustumena, and Bartlett, to senior citizens
2 during every month of the year to permit them to travel between Alaskan
3 ports on a space-available basis; and be it

4 FURTHER RESOLVED that the Governor direct the division of marine high-
5 ways to investigate the possibility of making staterooms aboard state
6 ferries available at a reduced rate to senior citizens when traveling
7 between Alaskan ports.

STATE OF ALASKA
FISCAL NOTE

Revision Date _____, 1983

I. REQUEST

Bill/Resolution No.: SCR 8
 Title: Senior Citizens Travel Marine Hw.
 Sponsor: Rodey
 Requestor: Transportation

II. FISCAL DETAIL

Agency Affected: DOT/PF
 Program Category Affected: Transportation
 BRU, Program of Subprogram(s) Affected: Marine Highways

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88
OPERATING						
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-
CAPITAL	-0-	-0-	-0-	-0-	-0-	-0-
REVENUE	N/A	(175.0)	(192.0)	(211.0)	(232.0)	(255.0)

FUNDING: (Thousands of Dollars)

GENERAL FUND	-0-	-0-	-0-	-0-	-0-	-0-
FEDERAL FUNDS	-0-	-0-	-0-	-0-	-0-	-0-
OTHER (Specify Source)						

POSITIONS:

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

III. SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

N/A

IV. ANALYSIS: Attach a separate page for any Analysis

Prepared By: Martin J. Nusbaum Phone: 465-3950
 Division: Marine Highway Systems Date: 3/24/83
 Approved by Commissioner: *[Signature]* Date: 3/29/83
 Department: DOT/PF

Distribution:

Original to Legislative Finance
 Copy to Office of Management and Budget (for Legislature introduced bills)
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3/8/83

III. ANALYSIS

Senate Concurrent Resolution No. 8, references space available free passage for all senior citizens on an annual basis. It further specifies only the smaller "feeder class" vessels of the system. The exception would be the M/V TUSTUMENA but still one of the smaller vessels.

The Department of Transportation and Public Facilities is in the process of completing a "User Survey" of travelers on vessels of the system. The survey reveals that during the winter, (Sept. 15 through May 14) the majority (about 70%) of the passengers on the Marine Highway are Alaskans, of this group approximately 10% are traveling under the Senior Citizen Free Passage program. Therefore, the majority of beneficiaries of Senior Citizen Free Passage are Alaskans.

In the summer (May 16 through Sept. 30) the majority of the systems users (approximately 80%) as reflected in the survey, are from out-of-state. It would appear then that the beneficiaries of Senior Citizens Free Passage during this time would be from out-of-state and the state would be subsidizing this travel. Senior Citizens' groups are well organized on both local levels and nationally.

Capacity loads are already experienced on the M/V BARTLETT during the summer on her Valdez to Whittier route. Increasing the number of travelers competing for this space, through free passage incentives, might well be counter productive. This also applies to the M/V CHILKAT and M/V TUSTUMENA on certain portions of their routes.

The "User Survey" information reflects that approximately 10% of the passengers on the Marine Highway would be eligible for Senior Citizen routes. Reducing passenger revenue by 10% for the summer months on the specified vessels would approximate the following estimates of reduced revenue.

Vessel	1982 Passenger Revenue 15 May - Oct. 1	10% of 1982 Passenger Revenue for Period
M/V AURORA	275,000	27,500
M/V LeCONTE	271,000	27,100
M/V CHILKAT	42,000	4,200
M/V BARTLETT	710,000	71,000
M/V TUSTUMENA	468,000	46,800

Free Senior Citizen passage for a full twelve months could approximate a loss of revenue of \$175,000 each year.

Assuming a 50% discount was passed on the Senior Citizens for staterooms, for a full twelve months per year, the loss of additional revenue would approximate an additional \$100,000.00. This estimate is founded using the same approach as the estimate on revenue loss on passage.

We believe there would be insurmountable administrative problems by the establishment of discounted stateroom tariffs for senior citizens. The main problem would be the establishment of priorities. Would these reduced fare senior citizens be allowed to make reservations for staterooms or would the staterooms be on a "space available" basis?

We believe that senior citizens from out-of-state would again be the beneficiaries of such a program.

The figures outlined above are viewed as conservative losses because more senior tourists would change travel plans and travel on these vessels in Southeast Alaska instead of the larger vessels for short trips. We also believe that special rates on certain vessels would cause confusion among people not familiar with the various vessels and greatly increase the demand for expansion of free service to all vessels.

POSITION PAPER

OLDER ALASKANS COMMISSION

BILL NUMBER: SCR 8

DATE: March 3, 1983

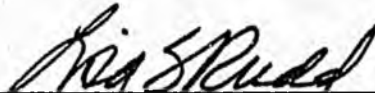
TITLE: Relating to travel by senior citizens aboard vessels of the state
marine highway system

This resolution, if implemented, would request the Administration to extend free space-available in-state travel on the State's smaller ferries to senior citizens on a year-round basis and also request the administration to investigate the possibility of reduced rates on staterooms for senior citizens for in-state travel.

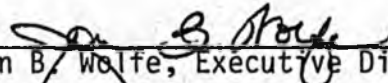
Concerning the extended travel season on the smaller ferries, the Older Alaskans Commission is cognizant that the Department of Transportation and Public Facilities' view is that the State would lose too much revenue and does not support the resolution. The Commission, however, believes that with the Senate Transportation Committee's proposed definition of "space available" there would be little loss of revenue, as all paying passengers (presumably this includes paying stand-by passengers as well) would be accommodated first. Also the Commission believes that many of the senior citizens who travel a free are people who would not otherwise make such trips, so revenue loss is probably less than that noted by the Department of Transportation and Public Facilities because the only true revenue loss is from those who would be travelling regardless of whether the fare is free.

Concerning investigation of the possibility of reducing stateroom rates for senior citizens, the Commission believes that reduced stateroom rates, too, can be accomplished on a space-available basis, whereby all paying passengers would be accommodated first so there would be little loss of revenue (on the same basis as stated above).

The Older Alaskans Commission fully supports this resolution with the definition of "space-available basis" recommended by the House Transportation Committee. Reducing ferry system travel costs is something the State can do at no significant cost to the taxpayer which will help some of the State's older citizens immensely.



Commissioner of Administration



Jon B. Wolfe, Executive Director

STATE OF ALASKA
FISCAL NOTE

Revision Date _____, 1983

I. REQUEST

Bill/Resolution No.: SCR 8
 Title: Senior Citizens Travel Marine Hwy.
 Sponsor: Rodey
 Requestor: Transportation

II. FISCAL DETAIL

Agency Affected: DOT/PF
 Program Category Affected: Transportation
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EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88
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FEDERAL FUNDS	-0-	-0-	-0-	-0-	-0-	-0-
OTHER (Specify Source)						

POSITIONS:

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

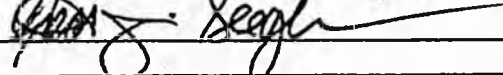
III. SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

N/A

IV. ANALYSIS: Attach a separate page for any Analysis

Prepared By: Martin J. Nusbaum
 Division: Marine Highway Systems

Phone: 465-3950
 Date: 3/24/83

Approved by Commissioner: 
 Department: DOT/PF

Date: 3/29/83

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POSITION PAPER

OLDER ALASKANS COMMISSION

BILL NUMBER: 8

DATE: March 3, 1983

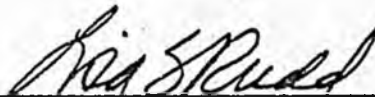
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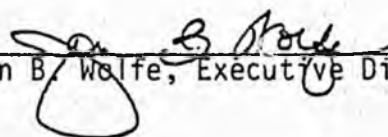
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Commissioner of Administration



Jon B. Wolfe, Executive Director