

**CITY OF WASILLA  
 RESOLUTION SERIAL NO. 03-31**

**A RESOLUTION OF THE WASILLA CITY COUNCIL REQUESTING THE ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES TO EXPEDITE STATE TRANSPORTATION IMPROVEMENT PROJECTS IN THE VICINITY OF THE CITY OF WASILLA AND TO PREVENT THESE PROJECTS FROM CONTINUAL DELAY**

WHEREAS, according to the *August 2003 Draft for Public Review 2004-2006 STIP*, proposed Alaska Department of Transportation & Public Facilities, (ADOT&PF), projects have again been delayed from the last published ADOT&PF schedule; and

WHEREAS, State Transportation Improvement Program (STIP) schedules have continued to slip as illustrated:

<b>Project</b>	<b>STIP #1 10/2000</b>	<b>Prpsd 11/2002</b>	<b>Prpsd 9/2003</b>
Alt. Parks Highway Corridor Project (EA)	2003*	2007	2007
Parks Highway: Seward Meridian – Crusey	2003	2004	2004
Parks Highway: Seward Meridian Interchange	2003	2005	2004
Parks Highway: Crusey Street to Lucas	2004	2006	2007
Parks Highway: Lucas to Big Lake (Design)	2003/4	2006	2008
Seward Meridian (Should be advanced due to GARVEE)	2004	2007	2008
Wasilla Fishhook Rehab. (Palmer/Wasilla-Seldon)	2004	2005	2009
Wasilla Station	2005	2007	2008
Crusey Street Improvements	2004	2005	2008
Lucas Road Improvements	2005	2006	2009
Church Road South (Airport Access - reduced funding)	2005	2006	2004
Old Matanuska Road Rehab	2005	2008	Dropped
Wasilla Trail Head & Rest Area	2005	?	Dropped
Mack Drive (Design)	N/A	N/A	2008
Lucille Street	N/A	Considered	Dropped

\*STIP #10 Amendment April 2001; and

WHEREAS, the continual postponement of ADOT&PF improvements further exacerbates the current traffic problem and bottlenecking of traffic existing within Wasilla which adversely effects City residents; and

WHEREAS, accidents on the Parks Highway between Seward Meridian and Church Road have increased at an alarming rate of 65 percent between the years 1999 and 2002; and

WHEREAS, according to the Alaska Department of Labor, the Mat-Su Valley continues to be the fastest growing area of the state; and

WHEREAS, according to U.S. Representative Don Young, "highway and transit investments also increase productivity by decreasing time spent on the road, encouraging new development, and increasing property values. Transportation infrastructure generates up to a 6-to-1 net return on investment," and, "freight transportation is critical to our economic growth;" and

WHEREAS, Governor Frank Murkowski supports economic growth; and

WHEREAS, according to national statistics the average cost of congestion for each peak-road-traveler is \$1,160 a year, and drivers now waste an average of 62 hours per year in traffic; and

WHEREAS, in 1990, 28 percent of the Mat-Su workforce commuted to Anchorage and in 1998, 38 percent of our workforce commuted to Anchorage; and

WHEREAS, in the last ten years Wasilla's population has grown 66 percent and there has been a 600 percent increase in hotel receipts since 1993; and

WHEREAS, city residents and businesses prefer a road system that flows without bottlenecking; and

WHEREAS, transportation improvements and flow of traffic stimulates economic growth within the city; and

WHEREAS, the increasing valley workforce desires an effective and expeditious road system; and

WHEREAS, the City of Wasilla has offered greater partnering efforts than any other city in Alaska on maintenance and funding; and

WHEREAS, the alternate Parks Highway Corridor Project is vital to the growth of Wasilla; and

WHEREAS, the City of Wasilla has been requiring applicants/developers disclosure the potential of a future transportation corridor in order to preserve and protect land for future transportation needs; and

WHEREAS, ADOT&PF claims delays are caused by:

- Estimation that shows a decrease in federal gas tax receipts;
- The potential that congress may simply extend the existing transportation equity Act for one or more years without an increase in funding levels;
- Depletion of Federal Emergency Repair funds;
- Federal Highway Administration "time trap requirements" (TTR) for ADOT&PF Northern Region Projects that have been designed, yet not completed within 10 years;
- Enactment of Senate Bill 71 reducing Trails and Recreational Access for Alaska (TRAAK) funding.

NOW, THEREFORE BE IT RESOLVED, the Wasilla City Council implores ADOT&PF to fast track any and all scheduled highway improvements in the vicinity of the City of Wasilla in order to accommodate the city's transportation needs; and

BE IT FURTHER RESOLVED, ADOT&PF is requested to partner with Alaska Railroad Corporation on all projects including the realignment and upgrade of the Old Matanuska Road; and

BE IT FURTHER RESOLVED, the Northern Region of ADOT&PF needs to determine prioritization of their TTR projects with the Northern Region's budget and not defer those costs to the entire State; and

BE IT FURTHER RESOLVED, all prior accepted STIP projects shall remain in the future STIP; and

BE IT FURTHER RESOLVED, the Parks Highway, Crusey Street to Lucus Road project needs to be expanded and revisited to include the Parks Highway, Crusey Street to Church Road/Mack Drive.

ADOPTED by the Wasilla City Council on September 8, 2003.

  
\_\_\_\_\_  
DIANNE M. KELLER, Mayor

ATTEST:

  
\_\_\_\_\_  
KRISTIE L. SMITHERS, CMC  
City Clerk

[SEAL]