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CITY OF ANCHORAGE



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POST OFFICE BOX 400
ANCHORAGE, ALASKA
99501

April 14, 1971

The Honorable Mike Miller, Chairman
Local Government Committee
House of Representatives
Pouch V
Juneau, Alaska 99801

Dear Mike:

RE: House Bill No. 335 - Mass Transportation
Facilities and Services.

The City Attorney has brought to my attention what appears to be deficiencies in the subject bill.

There are no guidelines to define when a borough is exercising the mass transportation power. There is no provision governing the disposition of city-owned mass transportation assets or debt in cases where the borough decides to go in the business when a city has been exercising this power.

There is no provision governing private franchised mass transit companies operating in the city or between the city and points outside the city. In some case, mass transit permits rather than franchises may be in force.

Elimination of the requirement for assuming areawide powers specified in section 350 of this chapter is a departure from past policy for second class boroughs.

These matters should be clarified in this bill before it is considered for final passage.

Sincerely,


Robert E. Sharp
City Manager

RES:f

cc: Members, Local Government Committee
Representative Willard Bowman



AIRMAIL IS FASTER



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**CITY OF
ANCHORAGE**



ALASKA

POST OFFICE BOX 400
ANCHORAGE, ALASKA
99501

February 9, 1972

Honorable John Rader, Chairman
Local Government Committee
Alaska State Senate
Juneau, Alaska 99801

Dear John:

Last night the City Council instructed me to advise you that they are opposed to passage of House Bill 335. This bill would empower a second class borough to provide for areawide mass transportation without first having obtained, by referendum, approval of the voters of the borough. This is contrary to the concept of the second class borough organization.

I am enclosing a copy of Assembly Memorandum 71-544 in which the Borough administration has likewise stated that it is opposed to the legislation, more specifically, Sec. 07.15.370 of HB 335, and the provision I have just cited which would obviate the normal referendum requirement for a second class borough in the assumption of mass transportation powers. It is my understanding that the Borough Assembly for Greater Anchorage Area Borough has taken the same position.

Accordingly, we urge that this bill be defeated. It would also appear that this bill is unnecessary in view of the authority and procedure for second class boroughs established in the Municipal Code bill which we hope will be enacted into law in the near future.

Sincerely yours,


Robert E. Sharp
City Manager

RES:AFR

Enclosure

cc: Hon. Mike Miller
Anchorage Area Senators
Mr. Don Berry, AML



AIRMAIL IS FASTER

GREATER ANCHORAGE AREA BOROUGH

Assembly Memorandum No. 71-544

December 13, 1971

To: Borough Assembly
From: Borough Chairman
Subject: Clarification of Borough Proposed Legislation Packet
Relative to Public Transportation Authority
(December 13, 1971, Assembly Agenda Item 7-F)

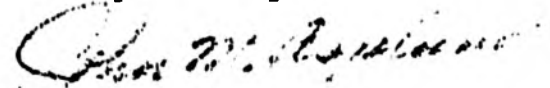
In further reviewing the legislation packet submitted earlier, the Administration has become aware of one area which, through ambiguity, may lead one to conclude that the Administration supports the acquisition of an additional areawide power without the affirmative vote of the electorate. Such is not the case.

Section 1 of the packet contains proposed House Bill 335. The proposed Sec. 07.15.370, in the third sentence implies that the authority to provide public transportation to the community should come about by act of the legislature as an additional grant of mandatory power to the Borough. Additionally Borough Planning Commission Resolution No. 11-71 also implies the same (in the first "resolve"). We are not sure that the Commission intended support of such a provision as implied by House Bill 335.

In reviewing the various items of legislation relative to public transportation, i.e. Senate Bill 82, House Bill 334, House Bill 335, House Bill 247, the Administration finds no points of disagreement with the various bills or their content, except that portion of House Bill 335 noted above. It has consistently been the position of this Administration that the required vote of the people prior to obtaining added powers was a desirable feature of the second class borough form of government. We hereby restate that position and, on that basis, do not support that portion of House Bill 335 which implies the granting of public transit authority without an affirmative vote of the electorate.

THE ADMINISTRATION THEREFORE RECOMMENDS THAT THE ASSEMBLY SPECIFICALLY POINT OUT THIS AREA OF DIFFERENCE WITH THE LEGISLATION NOW PROPOSED AND BE AUTHORIZED TO APPEND THIS MEMORANDUM TO RESOLUTION R89-710 WHEN FORWARDED TO THE MEMBERS OF THE LEGISLATURE FOR CONSIDERATION.

Respectfully Submitted,



John M. Asplund

JMA:vp

February 28, 1972

Mr. Paul A. Carr, Secretary
Public Transportation Committee
Greater Anchorage Area Borough
Pouch 6-650
Anchorage, Alaska 99502

Dear Mr. Carr:

I appreciate very much your letter of February 24 relative to the Greater Anchorage Borough Planning and Zoning Commission's statement of position on public transportation. As you may be aware, the Judiciary Committee is presently considering HB 335 relative to mass transit. I am, therefore, sending a copy of your letter and position paper to the Chairman of this committee, Mr. William Moran.

Again, thank you for writing.

Sincerely,

Mike Miller, Chairman
House Local Government Committee

P.S. After dictation of this letter, HB 335 was passed out Judiciary Committee and is now in Rules awaiting placement on the House calendar.



G R E A T E R A N C H O R A G E A R E A B O R O U G H

**3500 TUDOR ROAD
POUCH 6-650
ANCHORAGE, ALASKA 99502**

February 24, 1972

PLANNING DEPARTMENT

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Local Affairs Committee
Alaska State House of Representatives
Pouch "V" State Capitol Building
Juneau, Alaska 99801

Gentlemen:

The enclosed "Statement of Position" paper was printed at the Transportation Hearing held in Anchorage February 5th.

This paper presents the position of the Greater Anchorage Area Borough Planning and Zoning Commission's citizen subcommittee on Public Transportation.

They hope this will assist you in understanding some of their thinking on public transportation in Anchorage. Should you need additional information or have any questions, please do not hesitate to let me know.

Sincerely,

Paul A. Carr, Secretary
Public Transportation Committee

PAC:rvd

Enc.

GREATER ANCHORAGE AREA BOROUGH
PLANNING AND ZONING COMMISSION

SUBCOMMITTEE ON PUBLIC TRANSPORTATION

STATEMENT OF POSITION

INTRODUCTION

As you are all aware, mass public transportation in the Anchorage area does not now exist. I will not go into the details of Anchorage's past transit systems or their failures. However, I feel it is significant that there are several buses now operating for the exclusive use of Federal - State programs; while we do not detract from this use we feel it further strengthens the need for a public transportation system that will utilize efficiently all those resources now available and being used for semi-public transportation in Anchorage. The simple fact is that the Anchorage area has no - or at best a limited public transportation choice.

Many groups have recognized the existence of the need for public transportation. At the urging of these various groups and individuals, the Greater Anchorage Area Borough created a subcommittee of the Planning and Zoning Commission to study public transportation. The Borough Planning Department then obtained a planning grant for \$20,000 from the Urban Mass Transportation Administration. This planning grant funded a feasibility study for public transportation in the Anchorage area.

This study by John Bivens and Associates is now nearing completion. The Greater Anchorage Area Borough Public Transportation Subcommittee, which I am representing today, is making plans for a public meeting, at which we will solicit public reaction to that feasibility study as well as input on what the citizens of Anchorage feel they need and will use in the way of public transportation.

POSITION

The subcommittee's position on public transportation, which we feel is related to the purpose of this meeting, consists of several basic points. These are:

1. THAT ANCHORAGE URGENTLY NEEDS A PUBLIC TRANSPORTATION SYSTEM.

As the population increases and more motor vehicles are used, vehicle congestion and parking space will become an increasingly prominent problem unless the planning of existing street, highways, and rights-of-way extensions keeps pace. But increasing rights-of-way, extending highways, widening streets, and constructing freeways removes more and more areas from the useable tax base of the community and thereby places a greater tax burden on the areas remaining. In addition, by coordinating and developing an area to please the private automobile operator, many enjoyable features of urban living are sacrificed.

Only the creation of a public transit system complementary to the use of the private automobile will prevent the continuation of the course upon which Anchorage appears headed. As we believe private capital cannot provide public transportation and make a profit, it is, we feel, a public responsibility which all residents share.

2. THAT A PUBLIC TRANSIT SYSTEM THROUGH THE USE OF VARIOUS SIZE VEHICLES OR MODES BE ESTABLISHED TO SERVE THE ENTIRE AREA WITH RELIABLE, CLEAN, COMFORTABLE, TRANSPORTATION; AT A REASONABLE FARE THAT A TRANSIT SYSTEM BEGIN OPERATION IN A COMPLETE FORM RATHER THAN AS A PIECEMEAL EFFORT.

The initial area wide transit system should be a bus system using the best available air and noise pollution controls. However, this must be considered a phase I transit system and phase II public transit for Anchorage be planned and designed to incorporate such features as rail, guideways, moving sidewalks and personal transit vehicles where practical.

SPEED AND SAFETY

In order for a public transportation system to attract riders, it must have speeds that are comparable to those of other modes.

One of the difficulties which is recognized with bus transit systems is that the buses get snarled in the same traffic congestion as the private automobile.

Safe walkways must be provided to permit public access to bus stops and transfer stations.

COMFORT

Passenger comfort must receive attention in the selection of the vehicles as well as during their operations. It is impossible to attract riders to a system if the buses or other vehicles are cold in the winter and hot in the summer.

A transit system, to attract and hold a maximum amount of riders, must provide service that is:

1. Convenient and dependable;
2. Fast and safe;
3. Frequent in service;
4. Reasonable in cost;
5. Pleasing in appearance;
6. Flexible in that it can change with the needs of the community.

3. THAT A PUBLIC TRANSPORTATION SYSTEM BE ESTABLISHED AS A PUBLIC UTILITY OF THE GREATER ANCHORAGE AREA BOROUGH AND THAT IT RECEIVE SUBSIDIZATION THROUGH TAXES, SHARED REVENUES, GRANTS AND OTHER MEANS.

A transit system for Anchorage must be a public system subsidized directly or indirectly by the public. Public transportation in Anchorage is feasible only if the public accepts this responsibility. A transit system must encourage, not discourage, people to ride. In Anchorage the only way this can be accomplished is by the system being subsidized to a degree where the fare, if any, is kept at a minimum. A transit system must not only serve the entire Borough; financial support must come from the entire Borough.

The transit system should be under public ownership and control. Actual management, however, might be provided through contracts to private concerns. The transit system must be an organizational entity separate from the Borough. We believe this should be as a transit utility, not an authority, subject to the budgetary controls of the Borough Assembly, yet with greater autonomy of operation than have the municipal utilities presently serving the City and the Borough.

It will be necessary to have legislation granting authority to the City or Borough to operate public transportation systems, and we support the Guess-Bowman House Bill #335 which would grant this authority and we would ask consideration that this bill permit any transit utility operating solely within a single Borough be exempt from regulations of the Alaska Transportation Commission. We support Bill #334 which would provide state revenue to cities and boroughs providing transit facilities.

4. THAT THE TRANSIT SYSTEM REMAIN FLEXIBLE SO THAT ROUTES AND FARE STRUCTURE IF ANY CAN BE ALTERED EASILY WITH NO DELAY FROM A REGULATORY AUTHORITY.

As mentioned earlier, Anchorage, in the past, has experienced several attempts and failures at public transportation systems. While these systems have failed for various reasons, the major re-occurring reason is that they could not fill their intended function - that of providing a flexible and reliable system that gave adequate service to all potential riders.

Flexibility in the transit system as it is described here encompasses schedules, fares, routes, vehicles and policies.

The need for flexibility of service, scheduling, routes, etc., which we feel is an essential feature of a service-oriented transit utility requires that management be able to respond immediately to the changing conditions. This would be impossible if all changes must be approved by a presently overburdened Alaska Transportation Commission. Fiscal control and contractual authority might well be delegated to a board by the Assembly for a period of five years, and then review of this authority should be evaluated by the Assembly at the end of that time to determine whether such a board should be continued, altered or be done away with.

To provide this flexibility the operation of the system must be continually monitored. The monitoring envisioned must be capable of signaling when there is a need for a change, it must not be costly, and it must be easy to understand and use.

5. THAT IMMEDIATE STEPS BE TAKEN TO SECURE FEDERAL FINANCING TO ESTABLISH A TRANSIT SYSTEM FOR ANCHORAGE.

Fortunately, the Federal government has at long last offered to assist urban areas in creating public transportation systems. It encourages the development of public transportation systems in all urban areas of the country through the Urban Mass Transportation Act of 1964. This act provides Federal grants to municipalities for the creation of public transportation systems.

Funds can be obtained from the Urban Mass Transit Administration of the Department of Transportation through the Federal Grant Program. These federal grants can be used to obtain buses, commuter rail cars, support equipment, and facilities. Anchorage can qualify for Department of Transportation Grants to fund at least two-thirds of the cost incurred to plan and develop a public transportation system.

6. THAT A PUBLIC TRANSPORTATION SYSTEM, WHERE POSSIBLE, BE DESIGNED TO COMPLEMENT THE EXISTING GREATER ANCHORAGE AREA BOROUGH SCHOOL BUS PROGRAM.

We do not feel that the existing school buses could effectively serve as a public transit conveyance. The reasons for this are numerous. However, we do think that a public transit system properly designed and routed can alleviate some transportation demands now made on the school bus program.

A financial arrangement might be made whereby the School District could provide financial assistance to the public transit system for payment of the pupils who would ride transit buses in lieu of regular school buses.

7. THAT THE CONCEPT OF THE AMATS PROGRAM OF SUPPLYING DATA AND PROVIDING INFORMATION ON THE TRANSPORTATION NEEDS OF ANCHORAGE BE CONTINUED.

While the subcommittee has expressed some opposition to the recently presented AMATS plan we do feel there is a need for continued transportation planning. However, we feel that a complete transportation network which provides for public transit requirements as well as continuing public participation must be a part of that planning.

The AMATS corridor concept has merit if it will be considered as a corridor reserved for unspecified transportation modes and not strictly for the exclusive use of the private automobile.

Realizing that there are others who wish to be heard I have not expanded in great detail on some of the positions with you, and hope to receive many comments at our forthcoming public meeting.

Realizing that there are others who wish to be heard I have not expanded in great detail on some of the positions presented here. However, we would be pleased to discuss these and other positions with you, and hope to receive many comments at our forthcoming public meeting.

Thank you.

Copies of our position will be forwarded to your committee by the Borough Planning Department.