

"An Act relating to revenue sharing for road maintenance."

COMMITTEE REPORT

4/8/75

HOUSE

Mr. Speaker:

Date 4/15/75

The Committee on FINANCE has had HB 302

under consideration. A Majority of the members of the Committee

recommends it DO PASS

recommends it DO NOT PASS

recommends it DO PASS WITH ATTACHED AMENDMENT(S)

recommends it BE REPLACED WITH CS FOR _____ AND THAT

CS FOR _____ DO PASS

"and" recommends it BE REFERRED TO THE _____

COMMITTEE

reports it back WITHOUT RECOMMENDATION

"other"

Members signing the Majority report:

<u>[Signature]</u>	<u>[Signature]</u>	<u>[Signature]</u>
<u>[Signature]</u>	<u>[Signature]</u>	<u>[Signature]</u>
<u>[Signature]</u>	<u>[Signature]</u>	<u>[Signature]</u>
<u>[Signature]</u>	<u>[Signature]</u>	<u>[Signature]</u>

Members NOT concurring in the Majority report:

_____ recommends:

_____ recommends:

_____ recommends:

_____ recommends:

_____ recommends:

[Signature] Chairman

Introduced: 3/18/75
Referred: State Affairs and
Finance

1 IN THE HOUSE

BY GUY

2 HOUSE BILL NO. 302

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 NINTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act relating to revenue sharing for road
7 maintenance."

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

9 * Section 1. AS 43.18.010(b) is amended to read:

10 (b) During each fiscal year the state shall pay to a city or orga-
11 nized borough of any class which has power to provide for road mainte-
12 nance and exercises the power a sum equal to \$1,500 a mile for each mile
13 of road, street or highway maintained by the local government, excluding
14 the official state highway system, roads, streets or highways not dedi-
15 cated to public use, any roads, streets or highways maintained under the
16 local service road program (AS 19.30.111 - 19.30.251), and alleyways, in
17 accordance with regulations adopted by the Department of Highways. No
18 payments may be made for maintenance of roads not used by automotive
19 equipment. Frozen riverways and connections from inhabited areas to the
20 riverway which may be safely used for public transportation by automotive
21 equipment and are so used during a portion of a year are eligible for
22 payments under this section if the riverways and connections are main-
23 tained during the period of use by a municipality or combination of
24 municipalities. The Department of Community and Regional Affairs, after
25 consultation with the Department of Highways, shall determine which
26 riverways and connections qualify and, where the riverway or connection
27 lies outside the corporate limits of a municipality, which municipality
28 is eligible for the shared revenue unless the municipalities involved
29 have agreed in writing to a particular distribution.

1 * Sec. 2. AS 29.48.037(a) is amended to read:


2 (a) A municipality may provide parks, roads (including ice roads),
3 trails, playgrounds, cemeteries and airports outside its boundaries,
4 subject to AS 29.33.010, and may regulate their use and operation. A
5 regulation adopted under this section must state that it applies outside
6 the municipality.

STATE
of ALASKA

MEMORANDUM

TO: [William Parker, Chairman
State Affairs Committee
House of Representatives

DATE : March 21, 1975

FROM: 
Charles S. Matlock
Deputy Commissioner
Department of HighwaysSUBJECT: 00-3077
HB 302

Pursuant to Ms. Ramage's telephone request Tuesday, March 18, for a fiscal note concerning HB 302, we have the following comments.

At the present time we have no idea which specific riverways and connections would qualify for a maintenance payment under AS 43.18.010 (b). To prepare such an estimate would involve considerable planning and consultation between this Department and the Department of Community and Regional Affairs. It may well be that many of Alaska's riverways would be usable during the winter and allow the people to have transportation facilities available for at least a good portion of the year.

The Legislature of the State of Nevada
FISCAL NOTE

First Session - Ninth Legislature

Master file

I. REQUEST

Bill No. HB 302

Title: ...Revenue Sharing for road maintenance.

Requested by: Representative Guy

Date: April 10, 1975

Return Date Requested: _____

Agency: Community & Regional Affairs

Program: Development

II. FISCAL DETAIL

Budget Request Unit(s) Affected: Municipal Services Revenue Sharing

A. EXPENDITURES: (Thousands of dollars)

OBJECT	FY 75	FY 76	FY 77	FY 78	FY 79	FY 80
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.		160.2				
TOTAL						

B. FUNDING: (Thousands of dollars)

GENERAL FUND		160.2				
FEDERAL FUNDS						
OTHER						

C. POSITIONS:

PERMANENT/TEMPORARY	/	0 / 0	/	/	/	/
MAN MONTHS (P./T.)	/	/	/	/	/	/

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)
ATTACHED

IV. ATTACHMENTS

V. DATE: April 11, 1975

PREPARED BY: *John B. Chenoweth*

John B. Chenoweth, Director
Local Government Assistance Division

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)

Analysis

Applications under the road maintenance provisions of the Municipal Services Revenue Sharing Program for ice roads maintained by municipalities were received during FY'72 and FY'73 from Akolmiut and St. Mary's. The City of Bethel is currently maintaining an ice road to Napakiak. Assuming these same services are maintained in FY'76 the cost of extending the program under HB 302 is calculated as follows:

Bethel-Napakiak	12.00 miles	
Akolmiut-Kasigluk-Nunapitchuk	<u>6.25</u>	
	18.25 @ \$1,500 =	\$27,375
Cost of Services Differential	39.2%	<u>10,731</u>
		\$38,106
St. Mary's-Pitkas Point- Pilot Station	9.21 @ \$1,500 =	\$13,815
Cost of Services Differential	28.3%	<u>3,910</u>
		\$17,725
	TOTAL	<u>\$55,831</u>

It is conceivable that the Bethel ice road system could be expanded North, to include the villages of Kwethluk, Tuluksak, Akiak and Akiachak. This would add a maximum of 50 miles to the system at an estimated cost of \$104,400.

	50 miles @ \$1,500 =	\$ 75,000
Cost of Services Differential	39.2%	<u>29,400</u>
		\$104,400
	TOTAL	<u>\$160,231</u>