

HB

396

COMMITTEE REPORT

HOUSE

FURTHER: FINANCE

March 15, 1979

Date: 4-4-79

Mr. Speaker:

The Committee on STATE AFFAIRS has had HB 396

"An Act making special appropriations for a two-year transportation capital improvement program; eff. date."

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 HB 396 same title
 new title
- and recommends _____
- AND attaches a "Letter of Intent" New Fiscal Note
- reports it back with no recommendation
- referred to the _____ Committee

**MEMBERS SIGNING
DO PASS**

[Signature]

[Signature]

[Signature]

[Signature]

[Signature]

[Signature]

[Signature]

[Signature]

**MEMBERS HAVING
OTHER RECOMMENDATIONS:**

[Signature]

[Signature]

CHAIRMAN

NOME-BELTZ ROAD

I.

The Teller Road services the Nome-Beltz Junior-Senior High School. It runs from Nome to Beltz School a distance of miles.

This stretch of road has been a constant source of problems and concern to the Nome School District for some years. The width of the road has never seemed adequate for the heavy trucks and school buses that travel it. It is the most traveled road in this part of Alaska.

In the Fall of 1977, a committee of some 15 members from the community did a study of school district facilities and needs for the future. Out of that work came a recommendation that the Nome-Beltz facility be increasingly utilized with more faculty and students assigned to that location. This brought under consideration the condition of the road from town to the Nome-Beltz facility. It was recommended by that group that efforts be commenced to bring state attention to the road and to accomplish the necessary rebuilding and repair.

Subsequent to the citizen committee's recommendations, the Nome School Board, on January 10, 1978, passed the following motion, "That the Board formally request the Dept. of Transportation to widen the Teller Road from Nome to Nome Beltz High School to accomodate potential growth in that area." A few weeks later, the Northwest Chamber of Commerce Board of Directors passed a resolution requesting that attention be given to the road. Other efforts have been made by various groups and individuals from time to time. Enough attention has been given to this problem by the community that it would be recognized by the Dept. of Transportation and others at the State level that the local community has placed a high priority on this project.

The most recent development which has affected School District programs and the transportation of students to the facility is the reduction of the legal speed limit. The reduced speed limit of 30 miles per hour has caused severe complications throughout the District in regards to the student transportation program. A great many problems have developed with the scheduling and extensive efforts have been made to reduce the conflicts in the transportation program. At this point, students are having to leave their homes earlier to catch the bus; and still it seems buses continue to arrive at the school late.

The greatest concern of all the people in the District is the safety of their children. Traveling on this hazardous road places the most precious resource in danger, the lives of our children.



Alaska State Legislature

House of Representatives

Office of the Speaker

Pouch V
State Capitol
Juneau, Alaska 99811

Official Business

MEMO: April 7, 1979

TO: Rep. Mike Miller, chairman
House State Affairs Committee

FROM: Rep. Terry Gardiner. JG

RE: appropriation for route survey
secondary road route in Ketchikan Gateway Borough

Rep. Freeman and I have requested that \$500,000 be added to the Legislative Budget for FY 80 for survey of a bypass highway route in Ketchikan Gateway Borough. The survey would be performed for a right-of-way corridor approximately 18.5 miles long, running through the forested bench lands east of the existing Tongass Highway route.

The "center-line" study will designate a right-of-way corridor, enabling borough planners and developers to plan and build subdivisions now and in the future, in such a way that when a long-proposed secondary highway route is funded and built, those developments already in place will meet with design and engineering requirements of the road right-of-way and not conflict with road routing. The centerline study will consist of route survey and engineering to determine the most appropriate right-of-way, based on geology, engineering, cost and environmental safeguards, under established state and federal requirements.

Included in list of nitrate as attachment A, 1937

Local Revenue Through Comprehensive Transportation Plan
\$ 155,000

This operation would be matched with \$125,000
Federal Highway funds and would provide
for the comprehensive transportation plan
and funds.

The plan shall be a joint effort between the
DOT and the RTIS and shall involve participation
in a representative of all local communities
and the RTIS. The existing transportation system and
will be reviewed and the plan shall be developed.

The plan shall be for a comprehensive
system, including all transportation modes
but not limited to highways, air, rail, water
and transit.

The plan and identify transportation and
established by the local communities. It will
involve each governmental unit (state, county,
cities) have the specific responsibilities in
planning, construction and maintenance of each
capital project.

from Melrose

Include in letter of intent as attachment A, HB 396

Local Technical Program Comprehensive Transportation Plan
\$ 155,000

This appropriation would be matched with \$125,000 in federal planning funds and would provide for a 18-month comprehensive transportation plan for the Lincoln Borough.

The plan shall be a joint effort between the DOT and the KTES and shall include participation by representatives of all local communities within the borough. The existing planning commissions and village councils shall form the base of the project.

The plan shall be for an integrated transportation system, including all transportation modes (including but not limited to highway, bus, rail, airport, harbor and water).

The plan will identify transportation projects established by the local communities. It will also identify which governmental units (state, borough, village) have the specific responsibility for each project, and will identify the source of funds for each project.

Jim Haines



Alaska State Legislature

House of Representatives

Committee on State Affairs

Pouch V
State Capitol
Juneau, Alaska 99811

Official Business

MEMORANDUM

TO: Russ Meekins, Chairman, House Finance Committee

FROM: Mike Miller, Chairman, House State Affairs *ll*

DATE: April 9, 1979

Russ -- the State Affairs Committee passed out HB 396 with several changes. First of all we made the appropriation not for a two year period but for a single year, in recognition of the fact that most of these projects will not be under construction in a single year anyway. There are however compelling reasons why several of the items in the former second year category should be handled immediately -- most specifically the riprap construction at English Bay airport where the ocean is eroding away the current landing strip. Additionally you will notice that three new items appear in the legislation: the Nome Beltz road; an appropriation for survey of a secondary road route in Ketchikan Gateway Borough; and funds for a comprehensive transportation plan for the Kenai Peninsula Borough. Backup material from representatives Fuller, Gardiner, and Malone, respectively, is attached. In regards to the Kenai Peninsula transportation plan it should be especially noted that federal monies are anticipated in the amount of \$125,000 in addition to the \$155,000 authorized from the state general fund. If you have any further questions let me know or contact any of these three affected legislators.

Original sponsor: Rules/Governor

Funding Information	
General Fund	\$18,269,580
Other Funds	-0-
	<u>\$18,269,580</u>

1 IN THE HOUSE BY THE STATE AFFAIRS COMMITTEE

2 CS FOR HOUSE BILL NO. 396

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 ELEVENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act making special appropriations for a two-year
7 transportation ^{planning and} capital improvement program; and pro-
8 viding for an effective date."

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

10 * Section 1. The sum of \$10,165,000 is appropriated from the general fund
11 to the Department of Transportation and Public Facilities to be allocated
12 as follows:

Tok Highway paving: Mile 18 - 75	\$4,695,000
Glenn Highway paving: Long Lake - Mile 118	3,070,000
Miscellaneous local roads/Gilmore Trail	1,525,000
Sitka Harbor bridge	300,000
Manokotak runway repair	75,000
Schoenbar bypass	500,000
English Bay Airport riprap	86,250

19 * Sec. 2. The sum of \$8,104,580 is appropriated from the general fund to
20 the Department of Transportation and Public Facilities to be allocated as
21 follows:

Atnautluak and Akiak - gravel	\$ 443,900
Alaknagik Road - gravel	287,500
Nome-Beltz Highway	2,018,250
Tagiina District - crushed aggregate stockpile	402,500
Juneau Area - paving	690,000
Kodiak shop - insulate	57,500
Heal, Spur, Anderson Road, Sheep Creek Road - seal coat	219,075

	Kenai Peninsula Transportation Plan	155,000
1	St Mary's - equipment and storage	485,300
2	Norcale Road - resurfacing	627,555
3	Kalsin Bay - replace wood culvert	57,500
4	Juneau - chemical storage	172,500
5	St Mary's Airport - pavement rehabilitation	1,150,000
6	English Bay Airport - riprap	86,250
7	Various bush airports - brush control	51,750
8	Northway Airport - resurfacing	575,000
9	Bells Flats road	780,000

* Sec. 3. Section 1 of this Act takes effect July 1, 1979. Section 2 of this Act takes effect July 1, 1980.

immediate effective date on English Bay airport
 or move effective
 date up to July 1, 1979

integrated transportation plan
 Kenai Peninsula area

155,000

letter of intent to finance

THE LEGISLATURE OF THE STATE OF ALASKA
ELEVENTH LEGISLATURE

FISCAL NOTE

I. REQUEST
 Bill/Resolution No. H. B. 396
 Title Two Year Transportation Capital Improvement Program
 Requested by Rules Committee Date 3/15/79

II. FISCAL DETAIL
 Agency Affected DOT/PF
 Program Category Affected Design & Construction
 Budget Request Unit(s) Affected Highway, Aviation & General Design & Construction

EXPENDITURES (Thousands of Dollars)

	FY 77	FY 78	FY 79	FY 80	FY 81	FY 82
100 PERSONAL SERVICES				950		
200 TRAVEL				49.58		
300 CONTRACTUAL				16,000		
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANT, CLAIMS, ETC.						
TOTAL				16,989.58		

FUNDING (Thousands of Dollars)

GENERAL FUND				16,989.58		
FEDERAL FUNDS						
OTHER (Specify)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

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

Funding appears adequate for the projects involved.

IV. DATE 4/3/79 PREPARED BY Harry Keller
 AGENCY DOT/PF
 PHONE 364-2121
 Original: Legislative Finance
 cc: Budget and Management
 Prime Sponsor (First Legislator Named)