

HB

563

(7)

# COMMITTEE REPORT

## HOUSE

1/18/80

FURTHER: FINANCE

Date: 2-7-80

Mr. Speaker:

The Committee on STATE AFFAIRS has had HB 563

"An Act providing for the issuance of general obligation bonds in the amount of \$145,473,800 for the purpose of paying the cost of highway, ferry, airport, harbor, port, local service roads, and trails construction; constructing and equipping maintenance facilities; public transportation; and planning various transportation projects; and providing for an effective 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 \_\_\_\_\_  same title  
 new title
- and recommends \_\_\_\_\_
- AND attaches a "Letter of Intent"  New Fiscal No.e
- reports it back without recommendation
- referred to the \_\_\_\_\_ Committee

**MEMBERS SIGNING  
DO PASS**

W. H. Oles

John Strick

William

James Martin

Ferry

Ray

**MEMBERS HAVING  
OTHER RECOMMENDATIONS:**

Ray

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

W. H. Oles

CHAIRMAN

— AMENDMENT — to HB 563

page 2, line 11:

strike: 24,698,000

insert: 26,202,000

(adds +1,504,000 for Mt View Police  
between E 5<sup>th</sup> Ave and Commercial Drive)

Backup attached

February 27, 1980

M E M O R A N D U M

TO: Russ Meekins, Chairman  
House Finance Committee

FROM: Mike Miller, Chairman  
House State Affairs Committee

As the attached letter from Commissioner Bob Ward indicates the local service roads and trails act was created by the seventh legislature and bonds for service roads have been included in every even-year bond election since. As you can see in past years the local service road portion of the transportation bonds package has amounted to as much as 40 per cent of the total. The administration proposal for the current transportation bond program is set at \$10,000,000 This is far too little to budget for one of the most successful and popular transportation programs in the state. Therefore the State Affairs Committee voted to raise the bonding for local service roads from 10 to 14.7 million dollars. Upon reflection I believe that even this is too small and would strongly recommend that additional bonding for this purpose be considered by the Finance Committee.

ALASKA STATE LEGISLATURE - HOUSE OF REPRESENTATIVES



REPRESENTATIVE RICHARD I. ELIASON  
P.O. BOX 143  
SITKA, ALASKA 99833  
WHILE IN JUNEAU  
POUCH V  
JUNEAU, ALASKA 99811

COMMITTEES  
RESOURCES  
STATE AFFAIRS

February 21, 1980  
Juneau, Alaska

To: State Affairs Committee

From: Rep. Dick Eliason

Subject : Paving of Halibut road in Sitka

The Department of Transportation estimates the cost to pave the road from Davidoff street to the ferry terminal is \$2.4 million dollars. This covers the cost of paving, replacing guardrails and plastic striping. The length of road to be paved is 5.4 miles long, 2 inches thick and 36 feet wide, with an A.D.T. ( average daily travel ) rate of 1,800 people from the ferry terminal and 6,000 from the city limits.

265  
215  
-----  
1225  
365  
-----  
5415

**PROJECT TITLE:**

Mt. View Drive - East 5th Avenue to Commercial Drive

**PROJECT COST:**

\$1,504,000

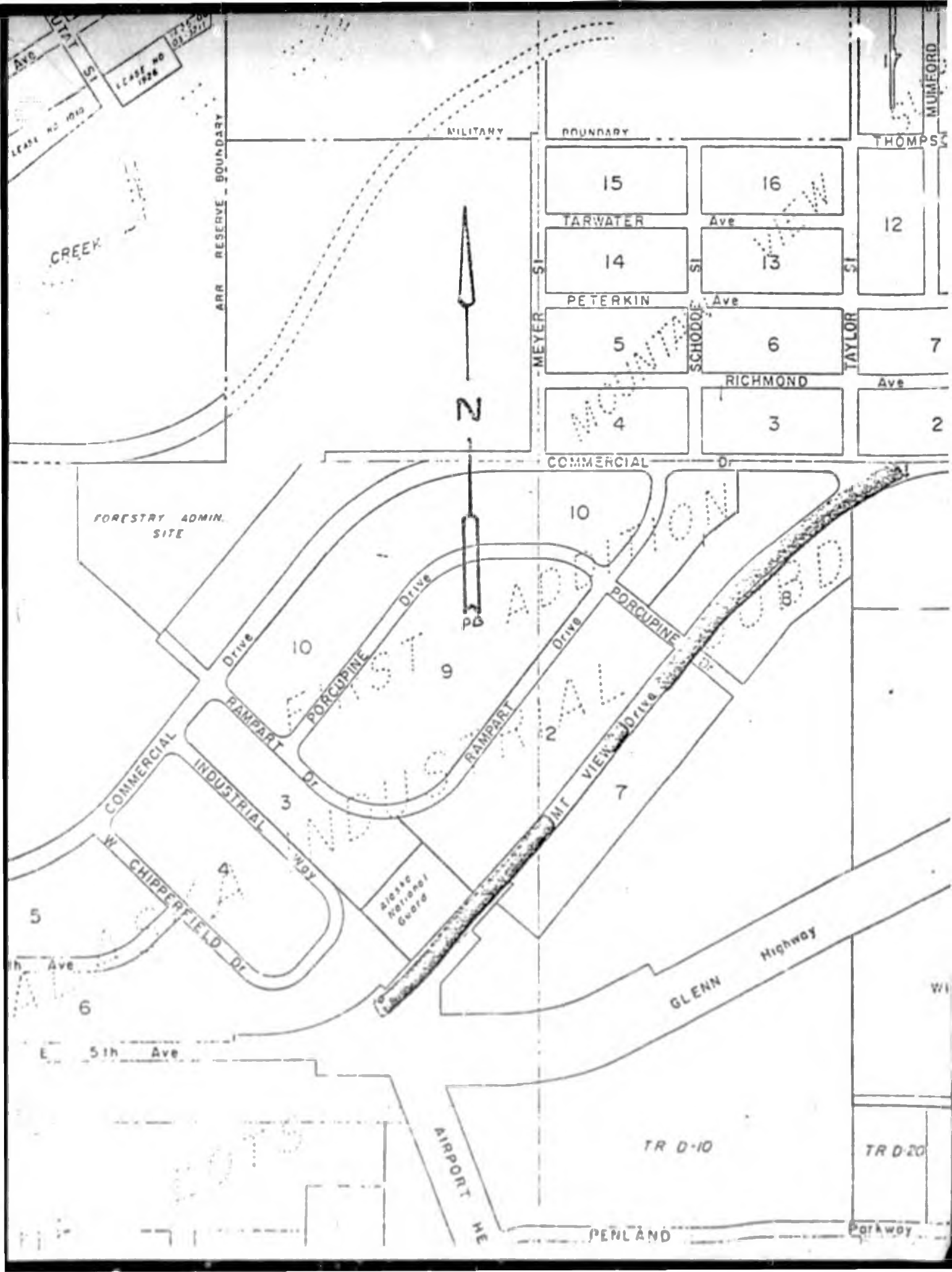
**HOUSE REPRESENTATIVES:** Sam Cotten, Rick Halford, Randy Phillips, Terry Martin

**SENATOR:**

Tim Kelly, Brad Bradley

**PROJECT DESCRIPTION AND JUSTIFICATION:**

This project will reconstruct Mt. View Drive from East 5th Avenue to Commercial Drive and upgrade to two lane collector standards including channelization and other intersection improvements. The improvement will provide adequate capacity for current and projected traffic levels.



UTAH ST  
LEASE NO 1919  
LEASE NO 1920  
LEASE NO 1926

CREEK

ARR RESERVE BOUNDARY

MILITARY

BOUNDARY

MUMFORD

THOMPSON



15	16	
TARWATER Ave		
14	13	12
PETERKIN Ave		
5	6	7
	RICHMOND Ave	
4	3	2

FORESTRY ADMIN. SITE

COMMERCIAL Dr

10

9

8

7

6

5

4

3

2

1

W CHIPPERFIELD Dr

INDUSTRIAL Dr

RAMPART Dr

PORCUPINE Drive

PORCUPINE Drive

VIEW Drive

GLENN Highway

AIRPORT HE

TR D-10

TR D-20

PENLAND Parkway

Alaska National Guard

W 5th Ave

E 5th Ave

2 Sell \$50,000,000 at beginning of FY83

7% Interest

1st Principal pmt 12 mo. after

FY	Sale 1		Sale 2		Total Debt Ser.
	Principal	Interest	Principal	Interest	
82		1,745,205			
FY 83	5,000,000	1,741,195			1,745,205 × 1.455 =
84		1,570,665	1	5,000,000	10,070,695 × 1.455 =
85	5,000,000	1,579,315	2	5,000,000	16,300,954 × 1.455 =
86		1,516,164	3	5,000,000	15,639,847 × 1.455 =
87	5,000,000	1,442,725	4	5,000,000	14,939,848 × 1.455 =
88		1,221,643	5	5,000,000	14,213,079 × 1.455 =
89	5,000,000	1,228,357	6	5,000,000	13,575,265
90		1,047,123	7	5,000,000	12,913,146
91	5,000,000	1,052,877	8	5,000,000	12,100,959
92		884,722	9	5,000,000	11,400,959
93	5,000,000	889,584	10	5,000,000	10,700,959
		673,082	11	5,000,000	5,125,479
	5,000,000	701,918	12	5,000,000	138,676,390
		523,562	13	5,000,000	
	5,000,000	526,438	14	5,000,000	
		379,041	15	5,000,000	
	5,000,000	350,959	16	5,000,000	
		174,521	17	5,000,000	
	5,000,000	115,479	18	5,000,000	
			19	5,000,000	
			20	5,000,000	
	50,000,000			50,000,000	

This schedule shows bond retirement using above assumptions on \$100,000.0

MM

- ① LSRT to 15MM
- ② 1,504MM  
add to central  
region
- ③ 44MM for ENA harbor

THE FOLLOWING PAGES WERE TREATED AS  
A UNIT IN THE ORIGINAL FILE.

House  
FINANCE

Back-up for HB563

# TRIBAL COUNCIL

LOWER YUKON RIVER  
EMMONAK, ALASKA 99581

October 31, 1979

Senator John W. Sackett

Pouche, W

Juneau, Alaska 99811

Dear John,

It has been the main problem within the rural areas of the condition in which the roads are, as elected representatives to work for us our needs, and problems in our community. Emonak has a problem both the airport and roads. Our roads is the main problem in the summer because of the activities with vehicles and heavy equipment which produces ponds of water in which we call ponds. Without a solid ground we live around ponds of water in which the vehicles and heavy equipment have mired. I am sure you know what I am talking about after a heavy rain fall. We the Tribulation Council of Emonak fill out a form from NIA for road construction which will increase better access to markets, school, and activities of the community. We have an Island that is growing near the store and the barges will not be able to dock in front any more and that will become of our roads, without a solid ground we will have ponds of water on the tracks of the heavy equipment that is being used to move the merchandise to the store.

Airport: Our airport which was State funded is in a bad shape and the Flight Statistics show that in FY'79 July 1, 1979 to June 30, 1979 there were operated between 1st and 2nd Qtr. 270 flights and 127 flights on the total which costed them 12,000,000.00. Due to the bad and unsafe runway conditions. All the State will still something happens or seriously injury happens to a plane the airport. There is a lot of freight that comes from in this area atleast 30% of that comes out of Anch. or the lower States.

# TRIBAL COUNCIL

LOWER YUKON RIVER  
EMMONAK, ALASKA 99581

As you fly in you will notice the trash around the city and that is our problem also, under Emergency Project P.L. 96-1 of Indian Act, to the tribal council ask for a road and dump with a fence around it due to the floods that accrue here in the Delta. If we get our roads in I am sure that these problems will be eliminated.

Let me run down what we have available here in Emmonak.

1. Provide you with a map of proposed road.
2. Barges available from the Corporation.
3. IC's to push the barges.
4. Heavy Equipment: loaders, Tractors, and Trucks with the approval of the owners.
5. Equipment at St. Marys under the State to be used to haul gravel down to barges.
6. Pit Permit from H&I to get gravel or rocks from St. Marys.

I am not really impressing you with the urgency of the Problem we face here at Emmonak, but to operate in a safety manner under the State laws, we need the help of the State to upgrade to standard position which the State will provide funds to meet these laws.

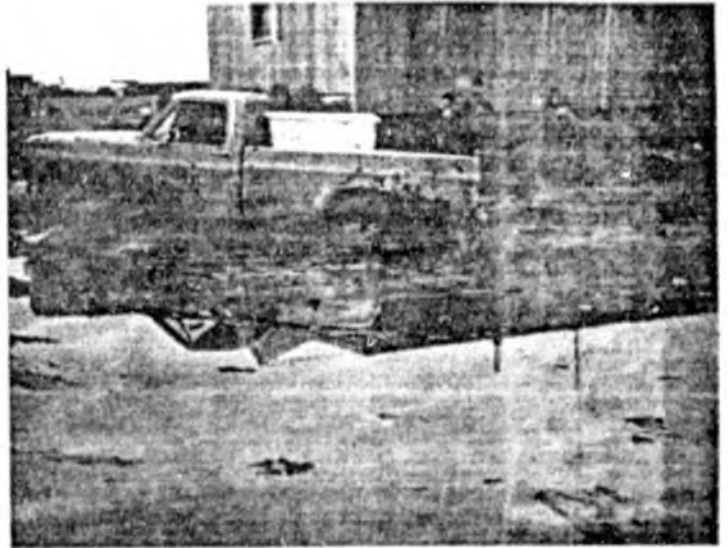
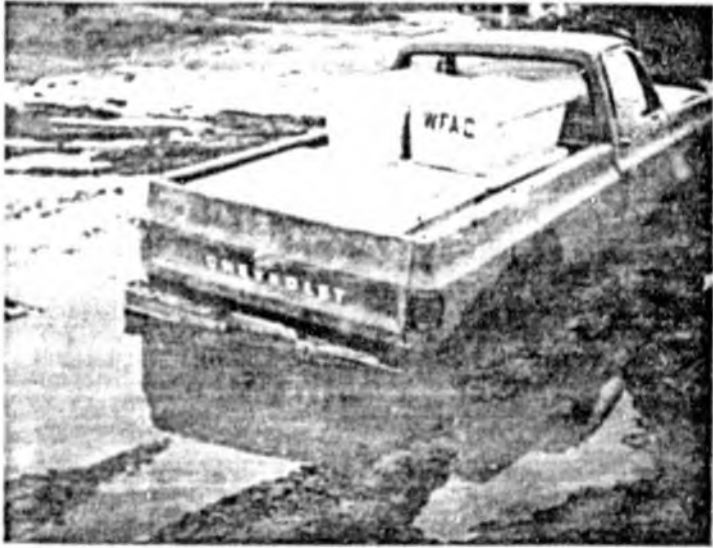
Respectfully,

*Simon P. Moses*

Simon P. Moses

Tribal Director

Mr. Theodore A. Benson  
Hon. Joe Kohn  
Mr. Mike Grevel  
Hon. Ted Stevens  
Hon. George Collins  
Hon. Sharon Thurlbert  
Hon. Billie Jean  
City Council, Emmonak  
Yukon Corporation  
Dept. of Transportation, Road  
1974-1975, 1976



EMERGENCY - REE 410000

NEW SUBDIVISION

ALASKA VILLAGE ELECTRICAL COOPERATIVE  
HEADSTART BUILDING (COMMUNITY HALL)  
ALASKA VILLAGE DEMONSTRATION PROJECT

STATE SCHOOL

PUBLIC SAFETY BUILD

airport

Possible way for road put-in

TANK 7A  
1 1/2 miles

subvent dump  
1471 ft.



VE. (at left end of road)  
Kwiguk (road name)  
PASS (road name)  
NORTHERN COMMERCIAL COMPANY  
CATHOLIC CHURCH  
BETH CHURCH  
COMMUNITY COMPLEX BUILD  
CHURCH  
ARMORY  
STERE (at right end of road)  
VE. (at right end of road)

ISLAND GREENING

Total ft.

THE PRECEDING PAGES WERE TREATED AS  
A UNIT IN THE ORIGINAL FILE.

2 Sell \$50,000,000 at beginning of FY13

7% Interest

1st Principal amt 12 mo. a. Rec.

FY	Principle	Interest	Principle	Interest	Total Debt Ser.
82	5,000,000	1,745,205	5,000,000	1,745,205	1,745,205 x 1.455 =
83	5,000,000	1,754,115	5,000,000	1,754,115	10070,685 x 1.455 =
84	5,000,000	1,540,665	5,000,000	1,579,315	16,200,954 x 1.455 =
85	5,000,000	1,579,315	5,000,000	1,579,315	15,239,847 x 1.455 =
86	5,000,000	1,516,164	5,000,000	1,442,315	14,939,848 x 1.455 =
87	5,000,000	1,442,315	5,000,000	1,201,693	14,212,079 x 1.455 =
88	5,000,000	1,201,693	5,000,000	1,208,357	13,525,265
89	5,000,000	1,047,123	5,000,000	1,047,123	12,913,146
90	5,000,000	887,584	5,000,000	887,584	12,100,959
91	5,000,000	701,082	5,000,000	701,082	11,400,151
92	5,000,000	523,562	5,000,000	523,562	10,700,159
93	5,000,000	349,041	5,000,000	349,041	5,125,471
94	5,000,000	174,521	5,000,000	174,521	138,626,340
95	5,000,000	115,479	5,000,000	115,479	

This schedule shows bond retirement using above assumptions on \$100,000.0

FISCAL NOTE

I. REQUEST

Bill/Resolution No. HB 563  
 Title AN ACT PROVIDING FOR THE ISSUANCE OF G.O. BONDS, \$145,473,800, FOR TRANSPORTATION  
 Requested by HOUSE STATE AFFAIRS Date 1/25/80

II. FISCAL DETAIL

Agency Affected DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
 Program Category Affected TRANSPORTATION  
 BRU, Program, or Subprogram(s) Affected MAINTENANCE AND OPERATIONS  
 (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 80	FY 81	FY 82	FY 83	FY 84	FY 85
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS CLAIMS, ETC.						
<b>TOTAL</b>		0	0	0	0	0

FUNDING (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER (Specify Fund Source)						
GENERAL OBLIGATION BONDS						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

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

Since the aim of this transportation program is to reconstruct, rehabilitate or replace existing transportation facilities, there should be no noticeable impact directly on the maintenance and operations of the facilities. For example, the costs of patching, blading, and crack sealing will decrease and thereby balance out the increased costs of plowing additional road surfaces being constructed.

The Governor's operating budget provides for the debt service on transportation general obligation bond packages.

IV. DATE January 30, 1980 PREPARED BY Havis Maarvik  
 AGENCY Department of Transportation & Public Facilities  
 Original Legislative Finance PHONE \_\_\_\_\_  
 cc: Budget and Management  
 Prime Sponsor (First Legislator Named)

FISCAL NOTE

I. REQUEST

Bill/Resolution No. HB 563  
 Title AN ACT PROVIDING FOR THE ISSUANCE OF G. O. BONDS, \$145,473,800, FOR TRANSPORTATION PURPOSES  
 Requested by HOUSE STATE AFFAIRS Date 1/25/80

II. FISCAL DETAIL

Agency Affected DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
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EXPENDITURES (Thousands of Dollars)

	FY 80	FY 81	FY 82	FY 83	FY 84	FY 85
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL		0	0	0	0	0

FUNDING (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER (Specify Fund Source)						
GENERAL OBLIGATION BONDS						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

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

Since the aim of this transportation program is to reconstruct, rehabilitate or replace existing transportation facilities, there should be no noticeable impact directly on the maintenance and operations of the facilities. For example, the costs of patching, blading, and crack sealing will decrease and thereby balance out the increased costs of plowing additional road surfaces being constructed.

The Governor's operating budget provides for the debt service on transportation general obligation bond packages.

DATE January 30, 1980 PREPARED BY Mavis Mourvik  
 AGENCY Department of Transportation & Public Facilities

Original Legislative Finance PHONE \_\_\_\_\_  
 cc. Budget and Management  
 Prime Sponsor (First Legislator Named)

THE LEGISLATURE OF THE STATE OF ALASKA  
TENTH LEGISLATURE

FISCAL NOTE

I. REQUEST

Bill/Resolution No. \_\_\_\_\_  
 Title \_\_\_\_\_  
 Requested by \_\_\_\_\_ Date \_\_\_\_\_

II. FISCAL DETAIL

Agency Affected Department of Transportation & Public Facilities  
 Program Category Affected State Bond Committee  
 Budget Request Unit(s) Affected Transportation Debt Service

EXPENDITURES (Thousands of Dollars)

	FY82	FY83	FY 84	FY 85	FY86	FY 87
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
Miscellaneous	2,539.3	14,652.8	23,717.9	22,755.9	21,737.5	20,680.0
<b>TOTAL</b>						

FUNDING (Thousands of Dollars)

GENERAL FUND	2,539.3	14,652.8	23,717.9	22,755.9	21,737.5	20,680.0
FEDERAL FUNDS						
OTHER (Specify)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

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

The attached worksheet shows debt service retirement for \$100,000,000. Using the following assumptions these figures were arrived at by taking the DOTPF portion of sale, \$145,473,800 (1.455 x yearly figures on schedule for \$100,000,000).

1. Two bond sales (50% sold in FY 82+50% sold in FY 83).
2. First interest payment due 6 months after sale.
3. First principal payment due 12 months after sale.
4. 10 year bond retirement.
5. 7% interest.

IV. DATE 2-1-80 PREPARED BY Mike Maher  
 AGENCY Budget & Management  
 PHONE 465-2295  
 Original: Legislative Finance  
 cc: Budget and Management  
 Prime Sponsor (First Legislator Named)

# Alaska State Legislature



## House of Representatives

RAY METCALFE

March 20, 1980

POUCH V  
JUNEAU ALASKA 99811

P.O. BOX 4-2766  
ANCHORAGE, ALASKA 99509

### MEMORANDUM

TO: Representative Mike Miller, Chairman, House State Affairs Committee

FROM: Rep. Ray Metcalfe

Re: Proposed elements of a bill requiring the Department of Transportation and Public Facilities to develop an Official Transportation Map of the State of Alaska and municipal capital improvements maps for municipalities with local planning authority.

- (a) Included in the annual comprehensive, intermodal, long-range transportation plan for the state shall be a state transportation map showing all roads and highways receiving state funds directly or indirectly for planning, maintenance or construction. The map shall depict all transportation modes including roads, highways, bicycle and recreational paths, railroads, and navigable waterways so as to reflect accurately the total intermodal Alaska transportation system. The map shall be updated every four years by the Department of Transportation and included with budget submissions for capital improvements to the state legislature. Additional copies of the map hereafter to be called the "Official Transportation Map of the State of Alaska" shall be provided to the public based on anticipated demand.
- (b) The Department of Transportation shall also produce as an integral part of its capital improvements budget request to the legislature maps of every municipality with local planning authority showing all existing state owned or funded capital improvements including transportation facilities and structure. The municipal capital improvements maps shall outline proposed capital improvements projected or anticipated by the state (those projects utilizing state funds or partial state finan-

cial participation, and projects the state participates in by contributions to a federal matching funds formula) and indicate in some manner projected completion dates. If state-municipal, state-borough, or state federal coordination on a specific project is involved, it should be indicated on the map. Projects can be numerically and/or color coded to indicate applicable explanatory notes appended on the reverse side of the map or in some other convenient location. Municipal capital improvements maps shall be updated biennially to provide timely and accurate information to the legislature and the public, thereby facilitating the planning process.