

HB

550



# Committee Log Book - 1980

Tape Number XX11

SENATE C/RA

Side Number 1 & 2

Committee

Dates 4/15/80 to --

PRESENT: Senators Mulcahy, Rodey, Chairman Sturgulewski  
 LATE: Senators Stimson and Kelly

Bill Numbers Discussed

CSHB 550	SB 546								
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Date & Time	Tape Meter Number	Bill	Significant Information (Witness, Action)
1:30 p. 4/15/80	005	CSHB 550	Chairman Sturgulewski opened meeting & gave a brief summary
	029		Representative Joyce Munson, Sponsor
	123		Sen. Rodey / Traffic lights owned by city?
	188		Mike Thompson, Anchorage Municipality Traffic Div.
	208		Sen. Rodey questioned past cooperation/coordination between State and Municipality
	242		Ron Lind, Dept. of Transportation & D.P. - No Objections
	250		Mitch Gravo, Anchorage Municipality, Support bill
	281		Senator Rodey moved to "do pass" no objections..
	300	RES.	Summary / resolution requesting Gov. to direct Dept. Fish & Game to conduct study relating to the restocking of Anchorage lakes. COMM. INTRODUCE?? by Sen. Rodey No objections for Committee introduction.
	373	RES	Summary / Utility Revolving Loan Fund / by Sen. Sturgulewski. No objections to Comm. introduction
	405	SB 546	Capitol Foundation Program
	536		Marge Gorsuch, AA lis. C/RA
	449		Jim Rhodes, AA Rep. Malone / Formula Summary

SIDE 2 -----

159  
221

Sen. Kelly objects to formula base  
 Meeting adjourned.

*No Action  
TALR*



Official Business

# Alaska State Legislature

## Senate Committee on Community & Regional Affairs

Pouch V  
State Capitol  
Juneau, Alaska 99811

April 14, 1980

TO: Senator Bob Mulcahy  
Vice-Chairman  
Senator Tim Kelly  
Senator Pat Rodey  
Senator Terry Stimson  
Representative Joyce Munson

FROM: Arliss Sturgulewski  
Chairman

SUBJECT: Committee Meeting, Capitol Building, Butrovich Room

Tuesday, April 15, 1980 - 1:30 p.m.

CSHB 550, am - An Act relating to the transfer to certain municipalities of the responsibility of the Department of Transportation and Public Facilities for traffic control systems; and providing for an effective date.

SB 546 - Briefing/ Regarding state aid capital projects/ establish capital project foundation fund and providing for an effective date.

Wednesday, April 16, 1980 - 1:30 p.m.

SB 546 Joint Senate/House C/RA Teleconference (Governor's Conference Room)

I. REQUEST

Bill/Resolution No. CSHB-550  
Title Transfer to certain municipalities of responsibility of DOT/PF for traffic signals  
Requested by Senator Sturgulewski Date 4/3/80

II. FISCAL DETAIL

Agency Affected Department of Transportation & Public Facilities  
Program Category Affected Transportation  
BRU, Program, or Subprogram(s) Affected Maintenance & 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 Dollar)

	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-

FUNDING (Thousands of Dollars)

	FY 80	FY 81	FY 82	FY 83	FY 84	FY 85
GENERAL FUND						
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

	FY 80	FY 81	FY 82	FY 83	FY 84	FY 85
FULL TIME						
PART TIME						
TEMPORARY						

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

The bill is drafted with the provisions providing for the inclusion of terms and conditions to be in the public interest and for payment to the municipality to be based upon previous maintenance and operation costs and will not cause a cost change to State government.

If a unified municipality and the State enter into an agreement, the State would reduce personnel and related costs and increase contractual services to allow payment to the municipality. At this time, the costs which would be applicable are not known since the particular makeup of the agreement would decide the costs.

IV. DATE 4/3/80 PREPARED BY Ron B. Lind, Deputy Commissioner  
AGENCY DOT/PF  
PHONE 465-3900  
Original: Legislative Finance  
cc: Budget and Management  
Prime Sponsor (First Legislator Named)

4/14/80 --- ARLISS

CSHB 550, am

Ken Spray, Local 71, Juneau 586-6993 called (I missed him when he stopped by earlier...)

HE OPPOSES ABOVE BILL.


Union's standpoint - employees might not want to transfer - with state they have benefits plus collective bargaining, and might not want to be pushed into municipality, as city ordinances can change on whims, (as did Fbx??)

He questions that Anchorage could better handle the computer(s) versus state.... Said if employees don't wish to transfer, they are awfully hard to obtain - it took his union over 6 months the last time looking for the state - Questions whether one or two computers involved and different benefits - why not DOT-PF taking over.. etc.

He wanted you to know his feelings - and plans to testify ...

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Mitch stopped by and called Frank Tecco, who told me:

Anchorage system is under one computer: traffic control system, and State and municipality have plugged in their respective operation signals.... Anchorage currently has 4 engineers, 10 technicians which cover many other facets, fire alarms, police monitoring, etc -- as result of above transfer, where State currently has 3 technicians working in Anchorage area, this would change to 1 engineer and 2 technicians. - this added to the existing positions

  
For Line City Computer & Personnel

# Municipality of Anchorage

## MEMORANDUM

DATE: January 13, 1978  
TO: Mayor Sullivan through Municipal Manager  
FROM: Municipal Traffic Engineer  
SUBJECT: Traffic Signal System

Since my appointment to the position of Traffic Engineer in Anchorage, I have had ample opportunity to observe the operation of traffic signals and their capability for moving traffic through the Municipality. I have also become acquainted with the Computer Center and the efforts the State Maintenance and Operations Section has undertaken towards establishing a synchronized signal system. I am frequently reminded of the State signal failure response record and have discussed operations with the State Maintenance and Operations Section.

I am disturbed by the State's entire operation, primarily because the necessary expertise to manage such an esoteric enterprise as the new traffic signal system exceeds the capability which the State possess. Maintenance and Operations has assumed full responsibility for traffic movement and retains formal authority for traffic control. Maintenance men and technicians cannot learn enough from "sales training classes" to replace many years of actual experience with traffic signal controllers on the streets. Soon Honeywell will leave and the problem will be compounded since the Maintenance and Operations Section will be left to control traffic by themselves

It is increasingly obvious that the recent reorganization of the Department of Transportation has adversely effected its operation and overall efficiency by dissecting the Traffic Engineering functions. Planning and Design contain experienced Traffic Engineers, yet they have no control over day to day operations on the highways. The actual control of and responsibility for traffic movement has now been assumed by the State Maintenance and Operations Section. Thus, the formal authority in traffic control for 80% of Anchorage's traffic signals and major highways now rests within an organization that contains no professional Traffic Engineers. Furthermore, the State has a complex computer center to provide traffic signal control through System Engineering, but have no System Engineering personnel nor anyone experienced in computer programming, signal systems or urban signalization control techniques.

It is time that we seriously consider resuming all traffic control facilities in the urbanized area of this Municipality. The opportunity is present because we possess both the expertise in the engineering functions and in the maintenance functions to optimize the benefits achievable from the present equipment.

Mayor Sullivan through Municipal Manager  
RE: Traffic Signal System  
January 13, 1978

-2-

The following list contains justification why the Municipality of Anchorage should resume complete control of the traffic signal system within the urban area.

- . The people of this Municipality have indicated their intent to be unified, eliminate divided jurisdictional controls and remove outside big brother attitudes. We can no longer "pass the buck" in citizen complaints to the State.
- . Commissioner Harris has reportedly stated that he supports contracting activities to local jurisdictions as much as possible.
- . Talk within the electronics industry is centering around the preparation of an annual maintenance package to present to the State. The package will include the private maintenance of all traffic signals and the Computer Center.
- . Don McAllen, Electronics Supervisor, informs me that, with the addition of the 3 man State signal crew, we can maintain all signals and other hardware. Furthermore, we can work a swing shift because of our depth in electronic personnel (9+3). We will be able to respond to emergencies faster, with more equipment, manpower, and expertise. This will reduce vehicular delay and inconvenience while increasing public safety.
- . We have two Associate Traffic Engineers in our office which have extensive background and training in traffic signals and traffic signal systems. Both of the following individuals have the knowledge of what actually happens on the street when one pushes buttons in the Computer Center.

Mr. Bob Sickler has 10 years of experience in field tuning traffic signal controllers and 5 years of work with a similar traffic computer system. Mr. Sickler is currently President of the Northwest Section of the International Municipal Signal Association and has kept himself, through this Association, well informed of all the advances in traffic signal system control.

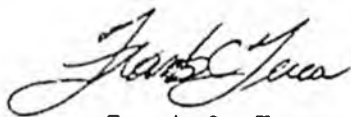
Mike Thompson is educated in computer systems and computer language by a highly technical college and for the past 4 years has worked with traffic signal design and had complete responsibility for a similar traffic signal control computer in Portland, Oregon.

Mayor Sullivan through Municipal Manager  
RE: Traffic Signal System  
January 13, 1978

-3-

We can resume the operation and maintenance of all traffic signal equipment in urban Anchorage by securing an additional 3 man traffic maintenance crew with ~~an Associate Traffic Engineer and one Technician~~ to operate the Computer Center. This will not adversely impact the Municipality's budget because the salaries paid these 4 men would be furnished through a State Contract. Maintenance and repair of the Computer Center would be contracted to Honeywell and also charged back to the State. Since all the overhead and management for this operation already exists in the Municipality, it will save the requirement for redundant management within the State.

You suggested that I have lunch with Mr. O'Sullivan to discuss our participation in the Computer Center. I seek your support in discussing the transfer of the entire traffic signal system facilities over to the Municipality. I feel confident that we can convince the State of the merits of Municipal management. I solicit your support in this endeavor for I am convinced that the motoring public in Anchorage will benefit.



Frank C. Tecca  
Municipal Traffic Engineer

FCT:ae