

COMMITTEE REPORT
HOUSE

FURTHER:

(11)

3/12/82

Date: 3-31-82

Mr. Speaker:

The Committee on FINANCE has had HB 649

"An Act relating to regions in the Department of Transportation and Public Facilities; prescribing the duties of regional transportation and public facilities directors; 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 no same title
 new title
- and recommends no
- AND attaches a "Letter of Intent" New Fiscal Note
- reports it back without recommendation 9720.0
- referred to the _____ Committee

MEMBERS SIGNING
DO PASS

MEMBERS HAVING
OTHER RECOMMENDATIONS:

CHAIRMAN

Original sponsor: The Transportation Committee

Offered: 3/12/82
Referred: Finance

1 IN THE HOUSE BY THE TRANSPORTATION COMMITTEE
2 CS FOR HOUSE BILL NO. 649 (Transportation)
3 IN THE LEGISLATURE OF THE STATE OF ALASKA
4 TWELFTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act relating to regions in the Department of Trans-
7 portation and Public Facilities; prescribing the duties
8 of regional transportation and public facilities direc-
9 tors; and providing for an effective date."

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

11 * Section 1. AS 44.42.040 is amended to read:

12 Sec. 44.42.040. REGIONAL [DEPARTMENTAL] ORGANIZATION OF DEPARTMENT.

13 (a) The commissioner shall establish five regions within the state
14 in accordance with (b) of this section. The functions of the department
15 within each region shall be performed, to the maximum extent feasible,
16 through a regional office. Each regional office shall be directed by a
17 regional transportation and public facilities director appointed by the
18 commissioner. Each regional transportation and public facilities direc-
19 tor shall have at least six years experience in transportation construc-
20 tion or engineering.

21 * Sec. 2. AS 44.42.040 is amended by adding a new subsection to read:

22 (b) The five regions are:

23 (1) Region one begins in Bristol Bay on latitude 58°00'N and
24 travels east along that line to longitude line 158°00'W; then north
25 along longitude line 158°00'W to the mouth of Kvichak Bay; then travels
26 northeasterly along the southern bank of the Kvichak River to Iliamna
27 Lake; then northeasterly along the southern shore of Iliamna Lake to
28 longitude line 154°00'W, and travels north along longitude line 154°00'W
29 to latitude 63°00'N; then east along latitude line 63°00'N to a point

1 common with the boundaries of regional districts two and five; southerly
2 of the Denali Highway at Corkscrew Creek (Milepost 59.1); then south-
3 westerly to the junction of the Glenn Highway and the Fishhook-Willow
4 Road (approximately one mile northeast of Palmer); then southeasterly to
5 Prince William Sound at Fairmount Point 60°53'45"N, 147°27'W and in-
6 clusive of Kodiak, Afognak, Barren, Trinity, Chirikof, and Pribilof
7 Islands.

8 (2) Region two begins at and includes the point at which the
9 Alaska Highway intersects the Alaska-Yukon border; travels northwesterly
10 to the west abutment of the Little Tok River Bridge on Tok Cutoff Highway
11 (Milepost 91.2); then west to the northerly abutment of the McCallum
12 Creek Bridge on the Richardson Highway (Milestone 202.4); then west to a
13 point directly north of the Denali Highway at Corkscrew Creek (Milepost
14 59.1); and continuing along that line to latitude 63°00'N; then west
15 along latitude 63°00'N to longitude 154°00'W; thence north along longi-
16 tude 154°00'W; to the Arctic Ocean.

17 (3) Region three begins in the Gulf of Alaska on longitude
18 line 141°00'W; then north along longitude 141°00'W to Boundary Point
19 187; then southeasterly along the Canadian-United States border bounding
20 Southeastern Alaska in its entirety.

21 (4) Region four begins in the Arctic Ocean at Smith Bay
22 70°54'N, 154°19'W; on longitude line 154°00'W; travels south along
23 longitude 154°00'W to a point where longitude line 154°00'W crosses the
24 southern shore of Iliamna Lake; then southwesterly along the southern
25 shore of Iliamna Lake to the Kvichak River; then southwesterly along the
26 southern bank of the Kvichak River to Kvichak Bay; then south along
27 longitude line 158°00'W to latitude line 58°00'N, then west along that
28 line into Bristol Bay, and inclusive of St. Matthew, St. Lawrence, and
29 Nunivak Islands.

1 (5) Region five begins at the Gulf of Alaska on longitude
2 line 141°00'W and travels northerly along that line to the point (but
3 not including the point) at which the Alaska Highway intersects the
4 Alaska-Yukon border; then northwesterly to the west abutment of the
5 Little Tok River Bridge on the Tok Cutoff Highway (Milepost 91.2); then
6 west to the northerly abutment of McCallum Creek Bridge on the Richardson
7 Highway (Milepost 202.4); then west to the point directly north of
8 Denali Highway at Corkscrew Creek (Milepost 59.1); then southwesterly to
9 the junction of the Glenn Highway and the Fishhook-Willow Road (approxi-
10 mately one mile northeast of Palmer); then southeasterly to Prince
11 William Sound at Fairmount Point 60°53'45"N, 147°27'W.

12 * Sec. 3. AS 44.42 is amended by adding a new section to read:

13 Sec. 44.42.045. DUTIES OF REGIONAL TRANSPORTATION AND PUBLIC
14 FACILITIES DIRECTORS. (a) Each regional transportation and public
15 facilities director is responsible for planning, design, and construc-
16 tion within his region consistent with the state transportation plan
17 established under AS 44.42.050 and the state public facilities plan
18 established under AS 44.42.055.

19 (b) Each regional transportation and public facilities director
20 shall submit to the commissioner proposed program plans, program budget
21 requests, and reports of program performance at a time directed by the
22 director of the division of budget and management, Office of the Gover-
23 nor. The commissioner may comment on the program and financial plans
24 submitted by a regional transportation and public facilities director
25 under AS 37.07 but shall forward the program and financial plans sub-
26 mitted by a regional transportation and public facilities director to
27 the division of budget and management without change.

28 (c) Each regional transportation and public facilities director
29 shall submit to the commissioner a plan implementing the state transpor-

1 tation plan and the state public facilities plan 90 days before the end
2 of a fiscal year for implementation in the succeeding fiscal year. A
3 revision of the plan implementing either the state transportation plan
4 or the state public facilities plan may be submitted at any time. A
5 regional implementation plan or a revision of a regional implementation
6 plan is final unless disapproved by the commissioner within 30 days of
7 its receipt by the commissioner.

8 * Sec. 4. This Act takes effect July 1, 1982.

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THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
 Bill/Resolution No. CSHB 649 Relating to regions in DOTPF and prescribing
 Title duties of directors
 Requested by House Transportation Committee Date March 26, 1982

II. FISCAL DETAIL
 Agency Affected _____
 Program Category Affected _____
 ERJ, Program, Or Subprogram(s) Affected _____
 (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 82	FY 83	FY 84	FY 85	FY 86	FY 87
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL	up to 9720.0					

FUNDING (Thousands of Dollars)

	UD to	9720.0				
GENERAL FUND						
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)
 The operating costs to duplicate the regional organizations for the Design and Construction Unit and the Planning and Programming Unit in two additional regions would approximate \$9.7 million in general funds. This estimate does not attempt to cover any costs which would be required for space and other capital costs.

The actual costs would vary greatly based upon the level of autonomy desired in the regions and the refinement of possible reduction in the existing regions. Reductions for duplication of effort would be minimal compared to the total cost.

Reductions to the existing regions have been limited to those now used for the Nome and Valdez Residencies and the three existing director positions which would be deleted.

IV. DATE March 30, 1982 PREPARED BY Ronald Lind
 AGENCY DOT/PF
 Original: Legislative Finance PHONE 465-3900
 cc: Budget and Management
 Prime Sponsor (First Legislator Named)
 33-001 (Rev. 12/81)

The cost estimates are based upon the assumptions that only the Design and Construction and Planning and Programming Units could be expanded into the two additional regions. No specific estimates have been made for costs of increased administrative services required in the regions.

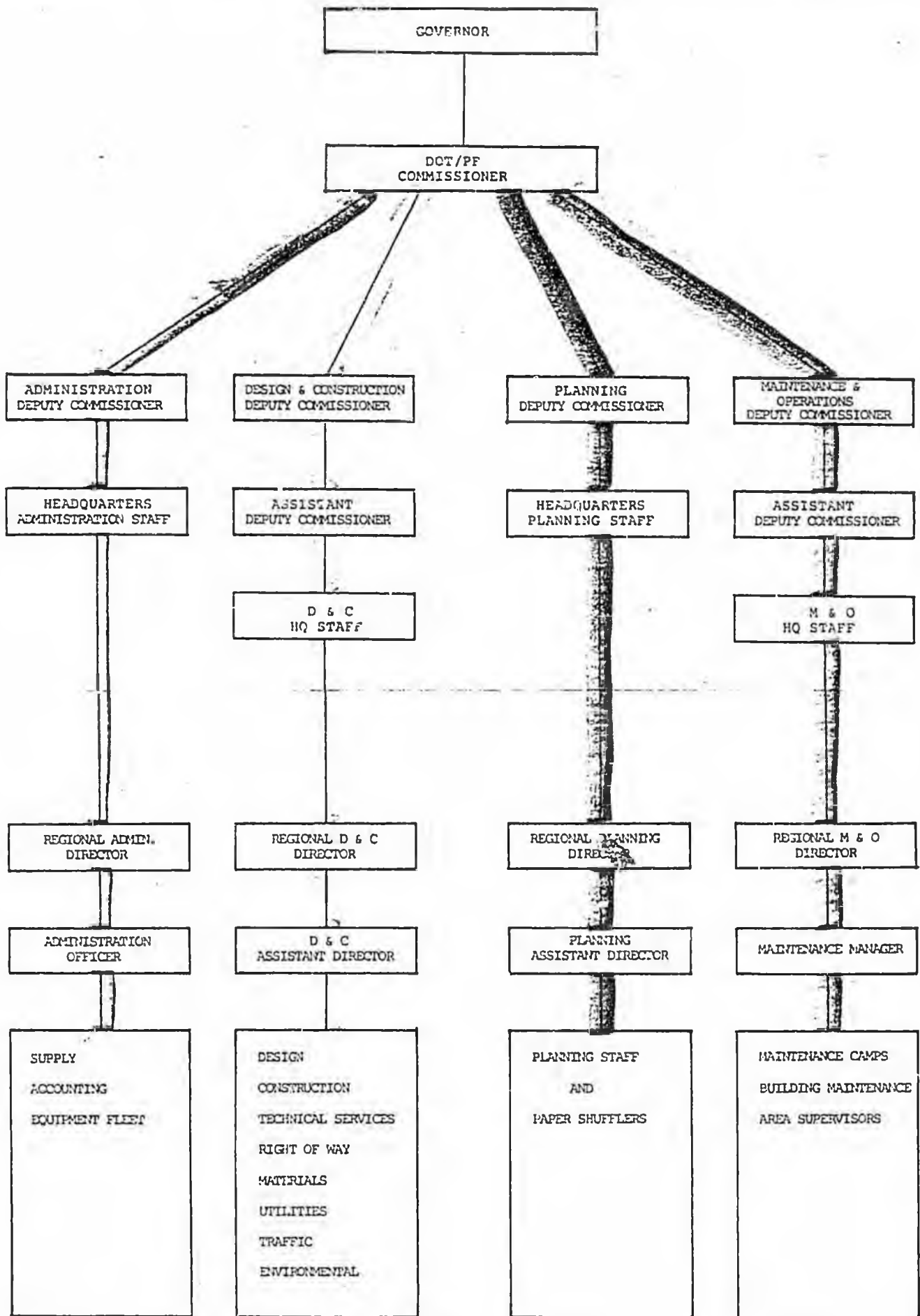
The costs were calculated as follows:

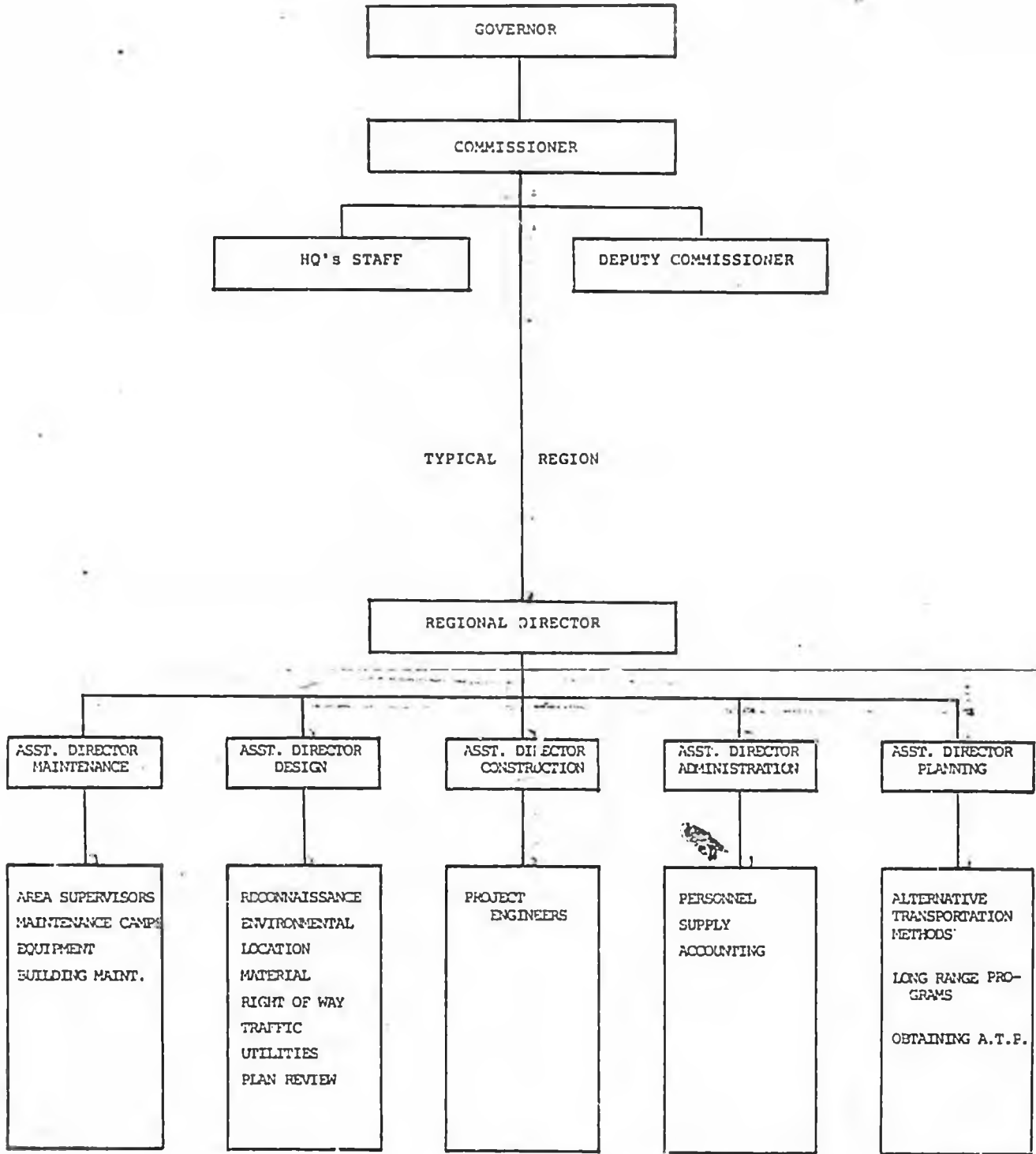
For the Design and Construction activities, the lower general fund amount in the Southeast or Central Division in the 1983 budget for each component was used. The general fund costs for the two residencies were then deleted. The estimate for the Planning and Programming activities is based upon costs for the Transportation and Facility components for the Interior Region. The direct costs for capital projects were not included because it is assumed that they would be transfers.

Attachment

Attachment for Fiscal Note -
CSHB 649

	<u>General Fund</u>	
	<u>Operating</u>	<u>Indirect</u>
Central Region - Director's Office	450.0	105.0
" " Technical Services	260.0	200.0
" " Buildings & Harbors	395.0	175.0
Southeast Region - Right of Way	310.0	20.0
" " Highway and Aviation	570.0	95.0
Subtotal:	<u>\$1,985.0</u>	<u>595.0</u>
Southcentral Residency	[30.0]	-
Western Residency	[40.0]	-
	<u>\$1,915.0</u>	<u>595.0</u>
Estimated COLA 20%	380.0	120.0
	<u>\$2,295.0</u>	<u>715.0</u>
Interior Transportation Planning	\$1,450.0	-0-
" Facility Planning	500.0	-0-
	<u>\$1,950.0</u>	-0-
Estimated COLA 10%	200.0	-0-
	<u>\$2,150.0</u>	
Subtotal D & C and P & P	\$4,445.0	715.0
Less estimate of 3 Directors which exist in current region	[300.0]	-0-
	<u>\$4,145.0</u>	<u>715.0</u>
Two additional regions	x 2	x 2
	<u>\$8,290.0</u>	<u>\$1430.0</u>
TOTAL		<u>\$9,720.0</u>





Bill Analysis by Rep. Bette Cato's office.

HB 649 "an act relating to regions in the Department of Transportation and Public Facilities; prescribing the duties of regional transportation and public facilities directors; and providing for an effective date."

This bill establishes boundaries for regions in the state of the Department of Transportation and Public Facilities. It requires that each director has at least 6 years experience in transportation construction or engineering. It gives geographical boundaries (charted on a map for the committee consideration) and also lists duties of regional transportation and public facilities directors.

Sec. 3. AS 44.42 Adds a new section for duties of the directors.

(a) Each director is responsible for planning, design, and construction within the region consistent with the state transportation plan and the public facilities plan.

(b) directors shall submit to the commissioner proposed program plans, program budget requests, and reports of program performance at a time directed by the director of the division of budget and management. The commissioner may comment on the plan but shall forward it to budget and management without change.

(c) The directors shall submit to the commissioner a plan for their region implementing the statewide plan 90 days prior to the end of the fiscal year, for the following year. A change in the plan can be submitted at any time but the commissioner has 90 days to disapprove of the plan.

This bill takes effect July 1, 1982

TESTIMONY ON CS HB 648, CS HB 649, CS HB 651,
CS HB 652 and CS HB 654

My name is Walter B. Parker. I am a resident of Anchorage, Alaska residing at 3724 Campbell Airstrip Road. I have been active in Alaskan transportation operations and planning since 1946.

CS HB 649

I strongly support the primary concepts contained in this bill. The original idea of a state DOT envisioned regional transportation directors who would be responsible for coordinating planning, programming, operations and maintenance in their regions and who would report directly to the Commissioner. The director for each region could be selected for a background that most suited the problems of that region.

Normally, it is bad practice to place administrative boundaries in the statutes as this bill does. However, it is not a major problem and if other regions were created it could be accomplished at the next legislative session.

I would hope that we would soon have another region for Kodiak, the Aleutians, the Alaska Peninsular and Bristol Bay. I believe that the unique transportation requirements of western Alaska can best be met by having two regions which are devoted solely to those problems and staffed to handle those problems.

I also believe that the AMATS and FMATS structures could be separated out from their regions and handled as independent entities with liaison and coordination staff from DOT. This would leave Central Region and Interior free to handle the state concerns and the intent of AMATS and FMATS for maximum municipal control would be further enhanced. In the same manner, there is no particular reason why the Anchorage and Fairbanks International Airports could not be independent entities for administrative purposes. This would ensure that the regional director would focus most of his energies on regional concerns rather than on the major units for which he has responsibility. Obviously, planning would relate to all of the above both at the regional and statewide level but it would be planning for systems and not for day to day operations and maintenance.

Finally, the structure proposed in this bill would enable the Commissioner's office to become a lean planning, auditing and evaluating function. This would leave the Commissioner free for interaction with the regional directors, other state and federal agencies, the Governor and the legislature to maintain overall policy direction. The main point is that the relationship between regional directors and the Commissioner would be uninterrupted by other staff levels. Overall system direction for highways, aviation, marine, transit and other systems could be maintained through assignments in the Commissioner's office.

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

#18 649

FISCAL NOTE

I. REQUEST
 Bill/Resolution No. HB 649 Relating to regions in DOTPF and prescribing
 Title duties of directors
 Requested by House Transportation Committee Date 1/21

II. FISCAL DETAIL
 Agency Affected _____
 Program Category Affected _____
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IV. DATE February 22, 1982 PREPARED BY Ronald Lind
 AGENCY DOT/PF
 PHONE 465-3900
 Original: Legislative Finance
 cc: Budget and Management
 Prime Sponsor (First Legislator Named)
 33-001 (Rev. 12/87)

The cost estimates are based upon the assumptions that only the Design and Construction and Planning and Programming Units would be expanded into the two additional regions. No specific estimates have been made for costs of increased administrative services required in the regions.

The costs were calculated as follows:

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Attachment for Fiscal Note - HB 649

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TOTAL		<u>\$9,720.0</u>

Introduced: 1/11/82
Referred: Transportation and
Finance

1 IN THE HOUSE

BY THE TRANSPORTATION COMMITTEE

2 HOUSE BILL NO. 649

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TWELFTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act relating to regions in the Department of Trans-
7 portation and Public Facilities; prescribing the duties
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14 in accordance with (b) of this section. The functions of the department
15 within each region shall be performed, to the maximum extent feasible,
16 through a regional office. Each regional office shall be directed by a
17 regional transportation and public facilities director appointed by the
18 commissioner. Each regional transportation and public facilities direc-
19 tor shall have at least six years experience in transportation construc-
20 tion or engineering.

21 * Sec. 2. AS 44.42.040 is amended by adding a new subsection to read:

22 (b) The five regions are:

23 (1) Region one begins in Kamishak Bay at 59°15'N, 154°00'W;
24 and travels north along longitude line 154°00'W to latitude 63°00'N;
25 then east along latitude line 63°00'N to a point common with the bound-
26 aries of regional districts two and five; southerly of the Denali Highway
27 at Corkscrew Creek (Milepost 59.1); then southerly to Prince William
28 Sound at Fairmount Point 60°53'45"N, 147°27'W and inclusive of Kodiak,
29 Afognak, Barren, Trinity and Chirikof Islands.

1 (2) Region two begins at and includes the point at which the
2 Alaska Highway intersects the Alaska-Yukon border; travels northwesterly
3 to the west abutment of the Little Tok River Bridge on Tok Cutoff Highway
4 (Milepost 91.2); then west to the northerly abutment of the McCallum
5 Creek Bridge on the Richardson Highway (Milestone 202.4); then west to a
6 point directly north of the Denali Highway at Corkscrew Creek (Milepost
7 59.1); then southwesterly to the Glenn Highway at Summit (Milepost 118)
8 and continuing along that line to latitude 63°00'N; then west along
9 latitude 63°00'N to longitude 154°00'W; thence north along longitude
10 154°00'W, to the Arctic Ocean.

11 (3) Region three begins in the Gulf of Alaska on longitude
12 line 141°00'W; then north along longitude 141°00'W to Boundary Point
13 187; then southeasterly along the Canadian-United States border bounding
14 Southeastern Alaska in its entirety.

15 (4) Region four begins in the Arctic Ocean at Smith Bay
16 70°54'N, 154°19'W; on longitude line 154°00'W; travels south along
17 longitude 154°00'W to latitude 59°15'N in Kamishak Bay; then east along
18 latitude 59°15'N to longitude 152°15'W; then southwesterly through
19 Shelikof Strait and bounds of the entire Aleutian Chain.

20 (5) Region five begins at the Gulf of Alaska on longitude
21 line 141°00'W and travels northerly along that line to the point (but
22 not including the point) at which the Alaska Highway intersects the
23 Alaska-Yukon border; then northwesterly to the west abutment of the
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22 or the state public facilities plan may be submitted at any time. A
23 regional implementation plan or a revision of a regional implementation
24 plan is final unless disapproved by the commissioner within 30 days of
25 its receipt by the commissioner.

26 * Sec. 4. This Act takes effect July 1, 1982.

Original sponsor: The Transportation Committee

Offered: 3/12/82
Referred: Finance

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27 Lake; then northeasterly along the southern shore of Iliamna Lake to
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12 * Sec. 3. AS 44.42 is amended by adding a new section to read:

13 Sec. 44.42.045. DUTIES OF REGIONAL TRANSPORTATION AND PUBLIC
14 FACILITIES DIRECTORS. (a) Each regional transportation and public
15 facilities director is responsible for planning, design, and construc-
16 tion within his region consistent with the state transportation plan
17 established under AS 44.42.050 and the state public facilities plan
18 established under AS 44.42.055.

19 (b) Each regional transportation and public facilities director
20 shall submit to the commissioner proposed program plans, program budget
21 requests, and reports of program performance at a time directed by the
22 director of the division of budget and management, Office of the Gover-
23 nor. The commissioner may comment on the program and financial plans
24 submitted by a regional transportation and public facilities director
25 under AS 37.07 but shall forward the program and financial plans sub-
26 mitted by a regional transportation and public facilities director to
27 the division of budget and management without change.

28 (c) Each regional transportation and public facilities director
29 shall submit to the commissioner a plan implementing the state transpor-

1 tation plan and the state public facilities plan 90 days before the end
2 of a fiscal year for implementation in the succeeding fiscal year. A
3 revision of the plan implementing either the state transportation plan
4 or the state public facilities plan may be submitted at any time. A
5 regional implementation plan or a revision of a regional implementation
6 plan is final unless disapproved by the commissioner within 30 days of
7 its receipt by the commissioner.

8 * Sec. 4. This Act takes effect July 1, 1982.

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