

H B

649

FEB 25 1982

Valdez Engineering, Inc.

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4410 Woronzof Drive
Anchorage, Alaska 99503
(907) 248-0686

Valdez Office:
301 Egan Dr., Suite 201
Box 907, Valdez, Alaska 99686
(907) 835-4995

REP. BETTY CATO :

FEB. 23, 1982

DEAR BETTY :

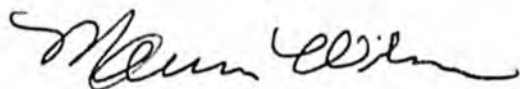
MY TYPIST HAS GONE HOME - SO PLEASE
FORGIVE THE HANDWRITING.

CHANGES TO THE REGION BOUNDARY
DESCRIPTIONS ARE ATTACHED, ALONG WITH
A MAP.

AS I TESTIFIED, THE MUNICIPALITY OF
ANCHORAGE COULD BE A DISTRICT WITHIN REGION
ONE, SINCE THE PLANNING AND FUNDING FOR
MOST OF THE MUNICIPALITY IS CONTROLLED
BY AN AREA TRANSPORTATION STUDY (AMATS).
HOWEVER, THE REGION WOULD BE UNDER THE
DIRECTION OF ONE DIRECTOR.

I ENJOYED THE VISIT.

SINCERELY



2 HOUSE BILL NO.

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 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. INSERT

-1- THEN SOUTH WESTERLY TO THE

GLENN HIGHWAY AT THE JUNCTION OF FISHHOOK-WILLOW ROAD
APPROXIMATELY ONE MILE NORTH OF PALMER; THEN SOUTH-EASTERLY etc

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 *OK* (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 *OK* 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
24 Little Tok River Bridge on the Tok Cutoff Highway (Milepost 91.2); then
25 west to the northerly abutment of McCallum Creek Bridge on the Richardson
26 Highway (Milepost 202.4); then west to the point directly north of
27 Denali Highway at Corkscrew Creek (Milepost 59.1); then southwesterly to
28 the Glenn Highway at Summit (Milepost 118); then southerly to Prince
29 William Sound at Fairmount Point 60°53'45"N, 147°27'W.

INSERT

-2-

TO THE JUNCTION OF FISHHOOK WILLOW ROAD

LA-L 20A APPROXIMATELY ONE MILE NORTH EAST OF PALMER; THEN SOUTHEASTERLY



TO All Regional Directors
Planning & Programming
Department of Transportation
and Public Facilities

DATE: February 9, 1981
FILE NO: 300H
TELEPHONE NO: 465-3900

DIRECTOR'S OFFICE

FROM John Bates, Deputy Commissioner
Planning & Programming
Department of Transportation
and Public Facilities

SUBJECT: FY 83/84 Capital Budget

The preliminary capital budgets for FY 83/84 are requested to be in my office by August 1. They should include a project title, project scope, cost, and map showing locations.

Special attention should be paid to those projects already programmed which need additional funds.

The general amounts for discussion purposes to be programmed for general fund projects including federal match are as follows:

| REGION | TRANSIT GF & GO | HIGHWAY FUNDS | | AVIATION FUNDS | | HARBORS, PORTS, MARINE (STATE) | MAINT. FUNDS | TOTALS | |
|---------------------|--------------------|---------------|------|----------------|------|---|-----------------|--------------|------|
| | | GF & GO | FHWA | GF & GO | ADAP | | | GF & GO | FED. |
| Central | 4.0 | 17 | 75 | 9 | 12 | 5 | | 35 | 87 |
| Interior | 3.0 | 13 | 53 | 7 | 8 | 3 | | 26 | 61 |
| Southeast | 2.0 | 8 | 42 | 5 | 7 | 5 | | 20 | 49 |
| South-Central | .5 | 5 | 20 | 3 | 3 | 1 | | 9.5 | 23 |
| Western | 1.5 | 5 | 30 | 4 | 5 | 4 | 6* | 14.5 *6.0 | 35 |
| TOTAL (MILLIONS) | 11.0 | 48 | 220 | 28 | 35 | 18 | 6 | 111.0 | 255 |

*Supplied by Deputy Commissioner, Maintenance & Operations

FEB 23 1981

| | |
|-------------------------------------|------------------------|
| <input checked="" type="checkbox"/> | Engineer |
| <input checked="" type="checkbox"/> | Chief Engineer |
| <input type="checkbox"/> | Review |
| <input type="checkbox"/> | Technical Services |
| <input type="checkbox"/> | Consultant Coordinator |
| <input checked="" type="checkbox"/> | ISRST |
| <input checked="" type="checkbox"/> | Design <i>File</i> |
| <input type="checkbox"/> | Right of Way |
| <input type="checkbox"/> | Materials |
| <input type="checkbox"/> | Engineering Services |
| <input type="checkbox"/> | EIS/Permits |
| <input type="checkbox"/> | Traffic |
| <input type="checkbox"/> | Utilities/Permits |
| <input type="checkbox"/> | Land Design |
| <input type="checkbox"/> | Construction |
| <input type="checkbox"/> | To Main File |

Also due at the same time will be the preliminary six year plan. The six year plan should be made up using a funding split of 34% Central, 24% Interior, 19% Southeast, 9% Southcentral and 14% Western, with the following general amounts per year.

| | | |
|------|-----------------|-----------------------------|
| 1985 | \$300.0 Federal | \$150.0 General Fund & G.O. |
| 1986 | -0- | \$150.0 General Fund |
| 1987 | \$325.0 Federal | \$150.0 General Fund & G.O. |
| 1988 | -0- | \$150.0 General Fund |
| 1989 | \$350.0 Federal | \$150.0 General Fund & G.O. |

For the 1983/84 budget every effort should be made to program only for those phases which we anticipate will occur during the 83/84 budget years. If construction is not going to occur don't budget for it.

cc: Warren Sparks
Pat Ryan
Ray Shumway

AMENDMENT

OFFERED IN THE HOUSE:

By: ANDERSON

To: CS-TRANS.

HOUSE BILL No. CS HR 649

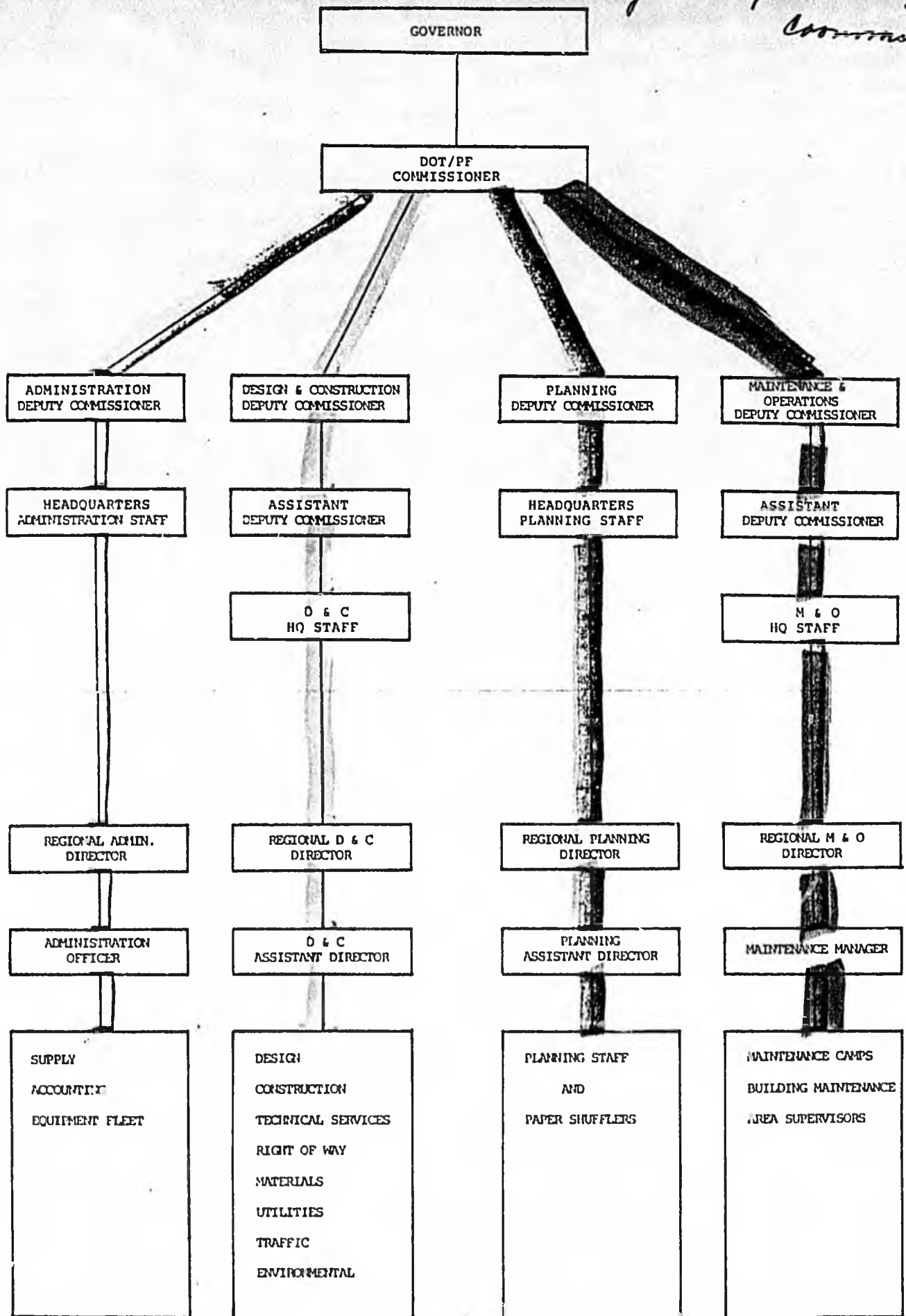
SENATE BILL No. —

PAGE: 3

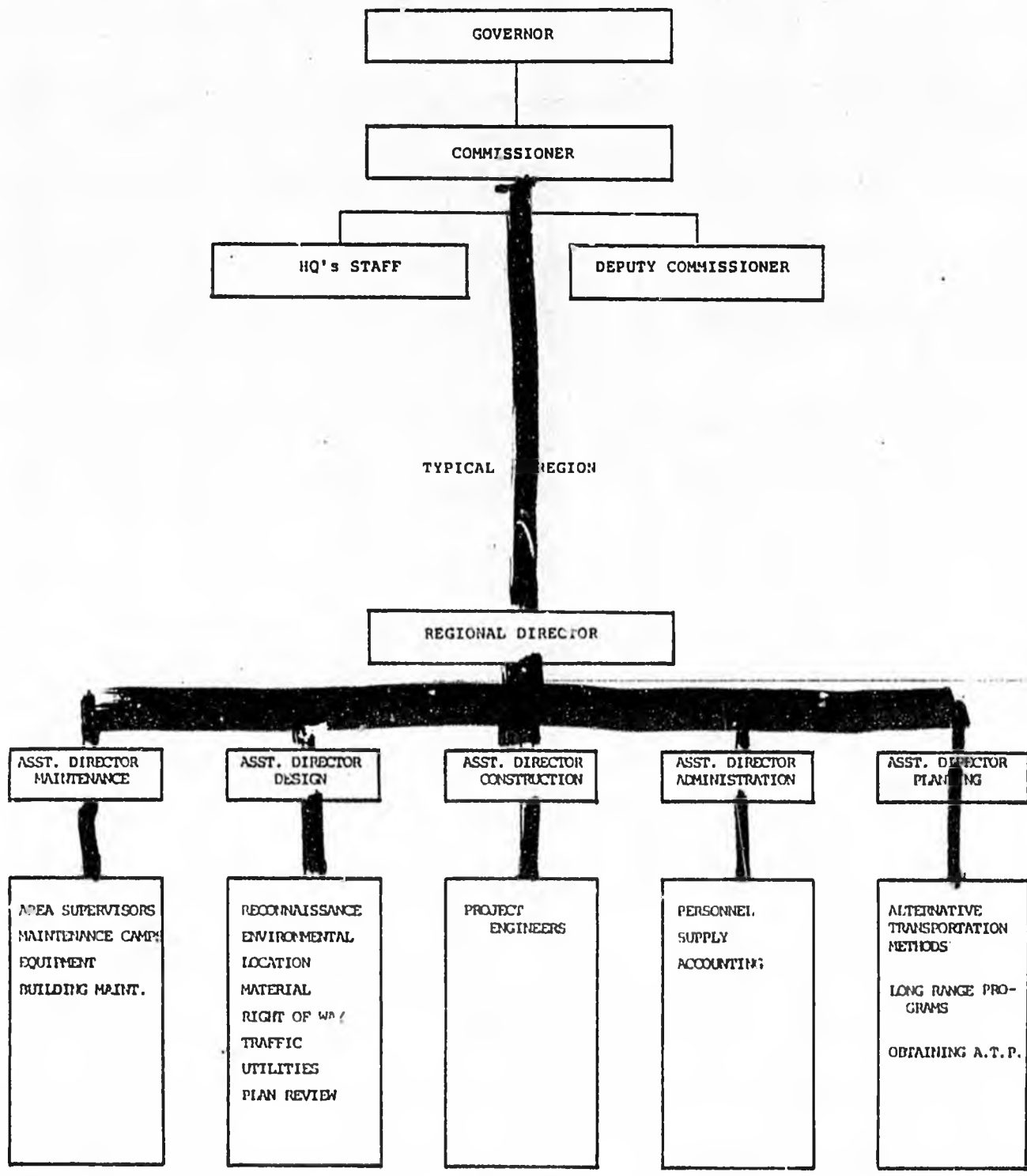
LINE: 20

AFTER "PLANS," DELETE "PROGRAM"
AND INSERT "AGENCY"

*By Transportation
Committee*



*By Transportation
Committee*



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

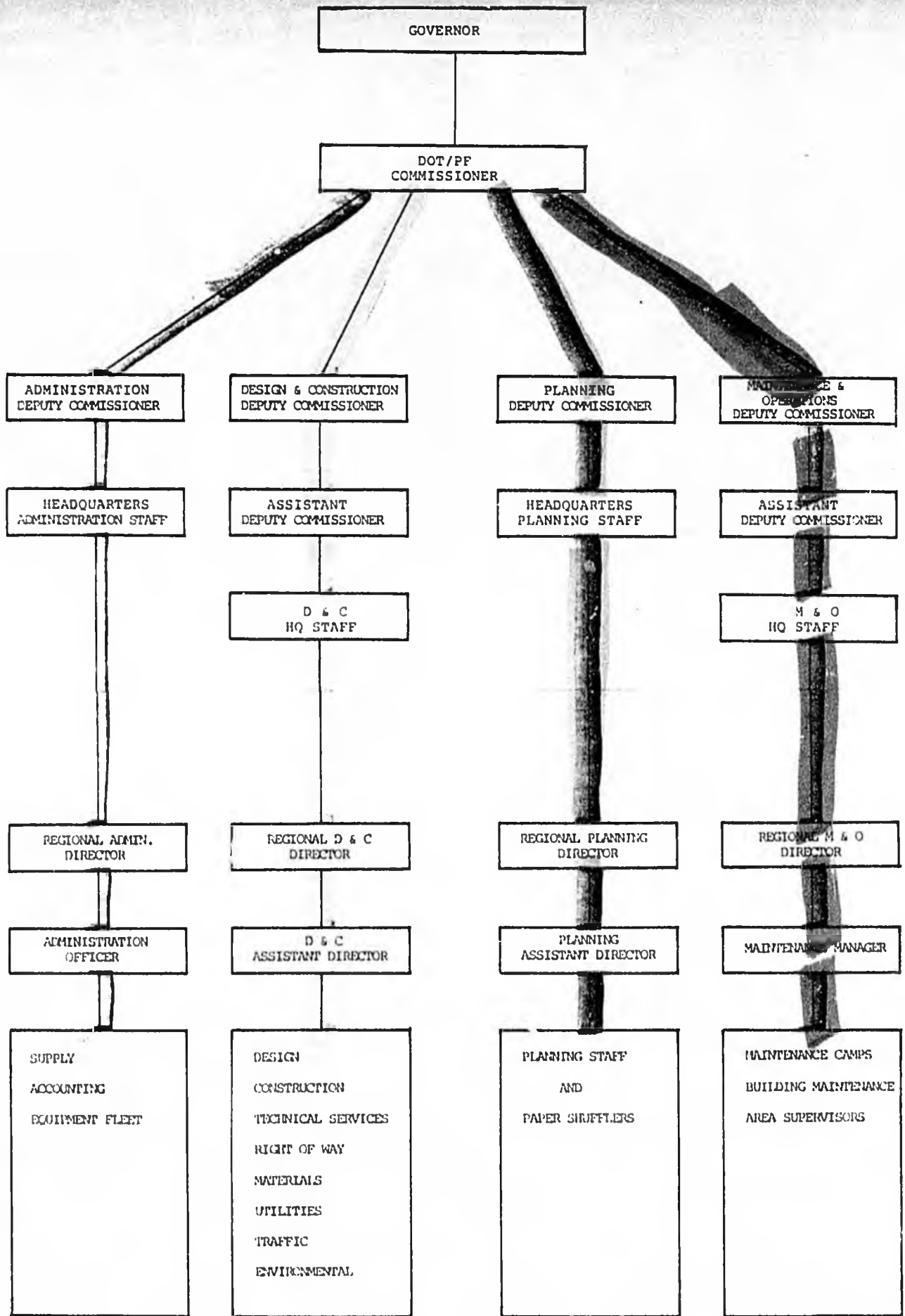
I strongly support the primary concepts contained in this bill. The original idea of a state DOT envisioned regional transportation directors who would be responsible for coordinating planning, programming, operations and maintenance in their regions and who would report directly to the Commissioner.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



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

HB 649-REGIONS

**GO THROUGH THE BILL ANALYSIS

**I would like to read the comments of Walt Parker for the committee. His thoughts are very accurate on this bill

**On the desk in front of you are maps that outline the new regions. Keep in mind that the boundaries themselves are important, but the most important item is the regional authority and accountability.

Just think of it. If this bill passes, it may be possible for you and your constituents to call the regional office and get an answer to a question about a project that is in that region. Wouldn't that be amazing?

On the fiscal note, I believe that this is not an accurate judgement of the impact. DOT has told the committee that regionalization is complete. They have "regionalized" into three regions that are in essence "Satellites" of the powerful headquarters staff. Look at the organizational charts. In the existing case "all power for coordination is in the commissioner's office" In reality, nobody talks to each other. Planning is involved in every phase of a project. I have personally witnessed emergency situations where the people in the field are ready to move in and secure the area but must wait until it can be, "cleared through Juneau First". The largest problem that I witnessed in several occasions was "finding" the appropriate person to get authorization.. I submit that regional personnel that work and live in the area each day, given the authority are in a much better position to make decisions than a person hundreds of miles or more away via a telephone line.

I would be happy to answer questions.....

Alaska State Legislature



House of Representatives

Committee on Transportation

Rep. Bette Cato, Chairman

Wednesday
March 31, 1982

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4858

Testimony before House Finance Committee - HB 649 - Regions

Contents in YOUR folder

Bill Analysis
Walt Parker's testimony
Two Charts
Map
Committee Substitute
Fiscal Note

Contents we gave to committee

Contents are identical.

Alaska State Legislature

House of Representatives



Rep. Bette Cato, Chairman

Committee on Transportation

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4858

TO: Transportation Committee Members

FROM: Bette Cato, Chairman
House Transportation Committee

RE: Transcript from this morning's meeting - HB 654
Transportation Board.

DATE: Wednesday, February 24, 1982

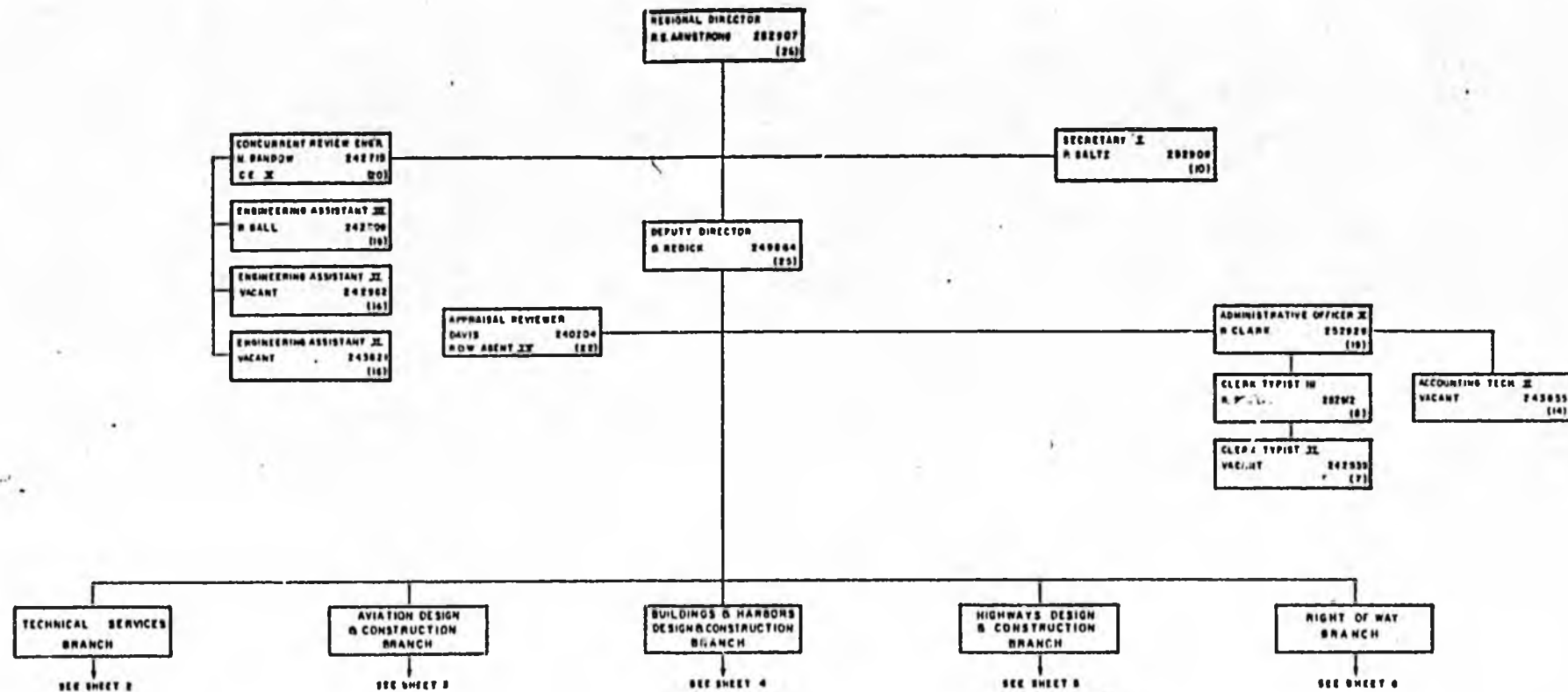
The following is a transcript of a portion of this morning's House Transportation Committee meeting:

Rep. Sutcliffe - ... "I can see that if we did it carefully, that couldn't we create a board that did function and actually did work....I know there's a chance in there that it might not work...is the risk too great, that it might not function and that it might dilute the whole system further...but can't you see that the Board would function properly and really have a place in a..."

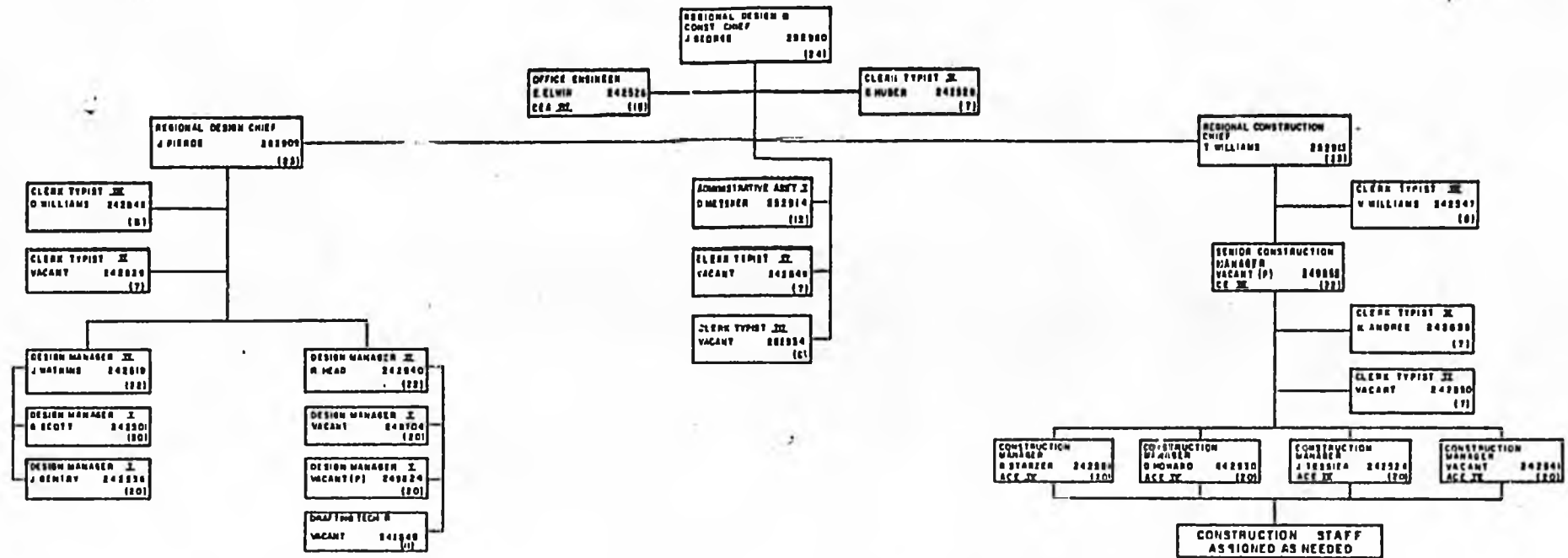
Ron Lind, Deputy Commissioner, DOTPF, - .. "Madam Chairman, I think that part of it is a philosophical, ah, discussion, in that, I don't think, that, well, in my philosophical view of what, sort of, government is doing, a board shouldn't be there; it shouldn't function; I mean it might run a department. But it seems to me that the purpose of the elected process is to have changes and that by that I don't think that transportation/construction is so important in terms of the total thing that you want to give up that ability to change the direction of the department when you change an administration. In other words, if the administration is elected on the view that, ah, economic resource development, in terms of new roads, new expansions into other areas is the thing that the, ah, electorate elected him for and you have a board from a holdover from another type of, ah, viewpoint and they're saying "no, we're doing something else". I just think that those things should be changeable with the administration. Now, the Board of Regents....."

CENTRAL REGION DESIGN & CONSTRUCTION

PROPOSED - Title, classes, pay, grades, and staff are not, in all cases, approved by personnel and are subject to change.



CENTRAL REGION BUILDINGS & HARBORS



ACE II

VACANT 247418
VACANT 247480

ACE III

J. MARQUARDT 242881
A. MATWS 242892
J. SHULZ 242841
B. BHERWOOD 242848
VACANT 242880
JUDD 242710
KEENAN 242844
VACANT 242800
241831
241803
241884
241888

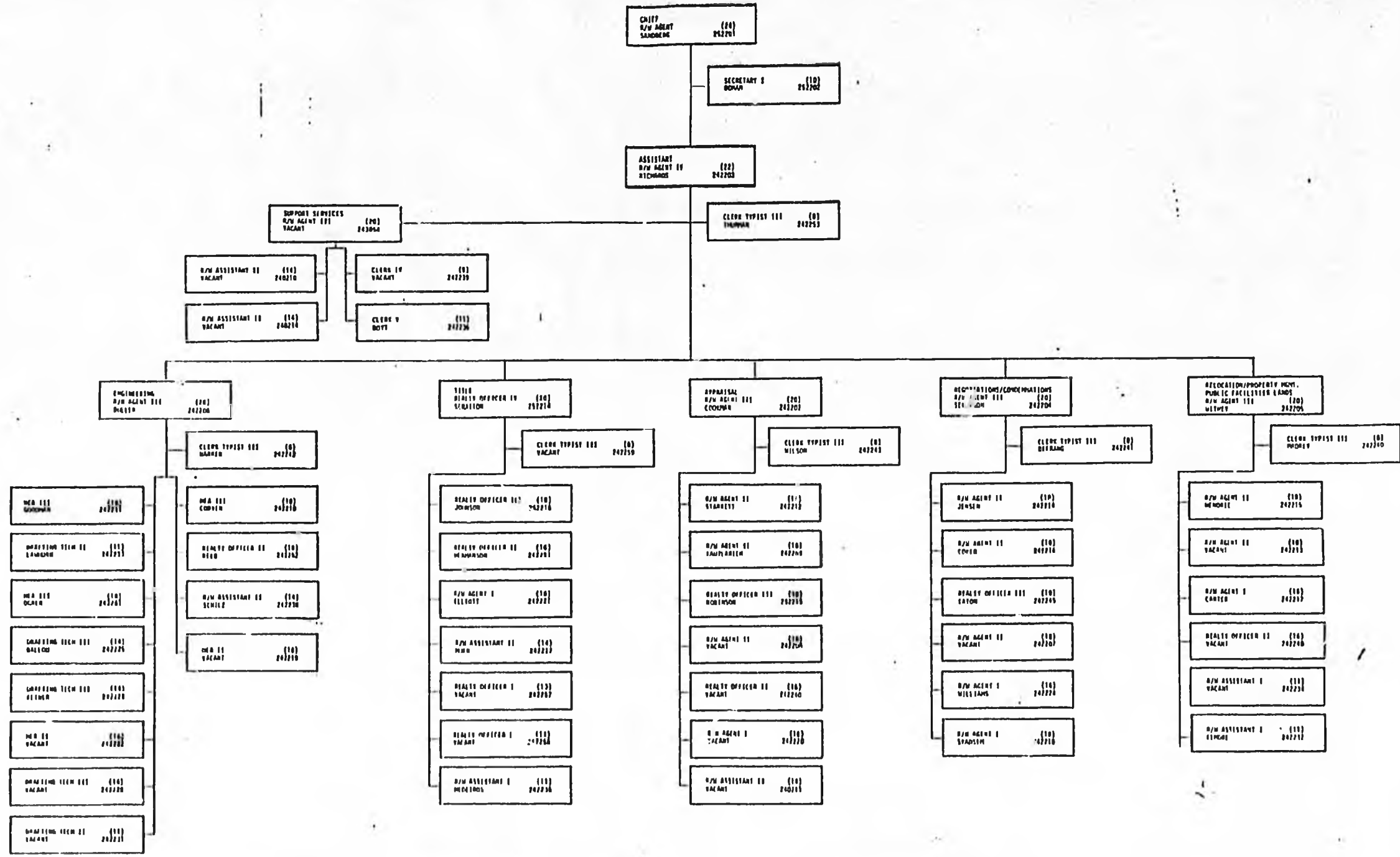
ACE I

VACANT 242810

ENGINEER CLASS II

P. PROKOPONKH 242807
VACANT 242886
242887

CENTRAL REGION RIGHT - OF - WAY



WORK ORDER 12-1988

"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 regions as does the bill that outlines the board and it's responsibilities. That bill may incorporate this bill as there are some differences. *** Keep in mind here and throughout this analysis, that all of these bills were drafted as though if one of them passed and the others didn't, the individual bill that did pass would serve to help out some of the identified problems that the bills, in total, are to address. Therefore, they can stand alone on their own and at the same time can be incorporated as a group easily.***

It also requires that each director has at least 6 years experience in transportation construction or engineering. It gives geographical boundaries (could be charted on a map for the committee consideration) and also lists duties of regional transportation and public facilities directors. See Sec. 3 page 3, for complete language.

Set Analysis

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 regions as does the bill that outlines the board and it's responsibilities. That bill may incorporate this bill as there are some similarities. *** Keep in mind here and throughout this analysis, that all of these bills were drafted as though if one of them passed and the others didn't, the individual bill that did pass would serve to help out some of the identified problems that the bills, in total, are to address. Therefore, they can stand alone on their own and at the same time can be incorporated as a group easily.***

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(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

Please keep in mind that the final notes have been prepared ^{by} the very department we are "dealing" with —

****COPY****

1531

ALASKA HOUSE OF REPRESENTATIVES
QUORUM

2ND SESSION 12TH LEG

4/18/82 7:15 PM

| | | 32 | YEAS | 0 | NAYS | 3 | EXC | 5 | ABS | | |
|---|---|----|------|---|------|---|-----|---|-----|---|-----------|
| Y | | Y | | Y | | Y | | Y | | Y | PHILLIPS |
| Y | E | Y | | Y | | Y | | Y | | A | RANDOLPH |
| Y | | Y | | Y | | Y | | Y | | Y | ROGERS |
| Y | | Y | | Y | | Y | | Y | | Y | SMITH |
| Y | | Y | A | Y | | Y | | Y | | Y | SUTCLIFFE |
| Y | | Y | | Y | | Y | | Y | | A | VASKA |
| Y | | Y | E | Y | | Y | | Y | | Y | ZHAROFF |
| Y | E | Y | | Y | | Y | | Y | | | |
| Y | | Y | A | Y | | Y | | Y | | | |
| Y | | Y | | Y | | Y | A | Y | | | |
| Y | | Y | | Y | | Y | | Y | | | |

+ VOTED FOR
* CHANGED VOTE

1533

****COPY****
ALASKA HOUSE OF REPRESENTATIVES
CSHB 649 TRSF AM EFD

2ND SESSION 12TH LEG

4/18/02 8:21 PM

| | | 21 YEAS | 15 NAYS | 4 EXC | 0 ABS | | |
|---|-------------|---------|-------------|-------|------------|---|-----------|
| Y | ABOOD | N | CHUCKWUK | E | HAUGEN | N | PHILLIPS |
| E | ADAMS | N | CLOCKSIN | Y | HAYES | Y | RANDOLPH |
| Y | ANDERSON | N | COTTEN | Y | HURLBERT | N | ROGERS |
| Y | BARNES | Y | CUDDY | N | MALONE | N | SMITH |
| Y | BEIRNE | N | DUNCAN | Y | MARTIN | Y | SUTCLIFFE |
| Y | BETTISWORTH | Y | FANNING | N | MEEKINS | Y | VASKA |
| N | BROWN | E | FREEMAN | Y | METCALFE | N | ZHAROFF |
| E | BUCHHOLDT | Y | FULLER | N | MILLER | | |
| Y | BYLSMA | N | GARDINER | Y | MONTGOMERY | | |
| Y | CARNEY | N | GRUSSENDORF | N | MOSS | | |
| Y | CATO | Y | HALFORD | Y | O'CONNELL | | |

+ VOTED FOR
* CHANGED VOTE

A M E N D M E N T

1.

OFFERED IN THE HOUSE:

By: ANDERSON

To: CS - TRANS.

HOUSE BILL No. CS HB 649

SENATE BILL No. —

PAGE: 3

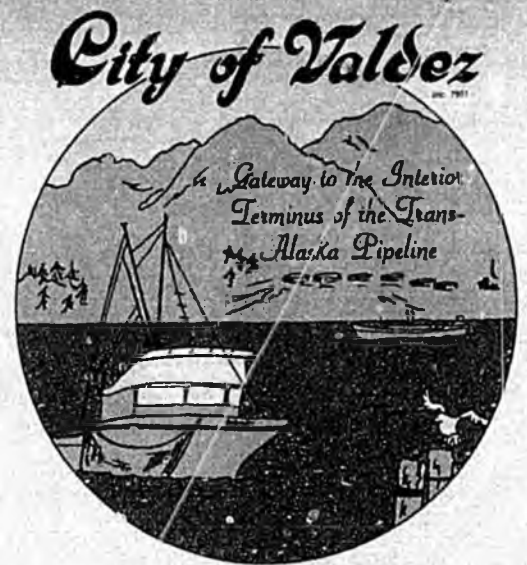
LINE: 20

AFTER "PLANS," delete "PROGRAM"
AND INSERT "AGENCY"

*adopted
u/c*

*#1
adopted*

OFFICE OF ADMINISTRATION
February 23, 1982



Representative Bette Cato
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

Re: House Bill No. 649
Valdez Backup Information

Dear Representative Cato:

Due to perceived inefficiencies within the Department of Transportation and Public Facilities (DOT/PF), the Commissioner decided, during the spring of 1981, to reorganize the DOT/PF design section into three regions. Historically, there have been five regions administered from Valdez, Nome, Anchorage, Fairbanks and Juneau. However, not all functions of the department were necessarily represented in each region.

The reorganization plan is reducing the number of regions responsible for design functions to three, eliminating the design component in Valdez (Nome not currently having a design component) by transferring Valdez construction employees to Anchorage and Fairbanks. In conjunction with this transfer will be the expansion of the three regional offices' authority and responsibilities so that disputes can be settled on the regional level and need not be mediated by the Juneau Headquarters. This reorganization is supposedly being accomplished in order to increase the efficiency of the department by:

- . facilitating the integration of department functions and eliminating duplicative efforts by maximizing the utilization of available design personnel; and
- . decentralizing headquarters authority into strong regional organizations that can more adequately fulfill the myriad types of projects required of the department.

However, from the outset there has been strong opposition to this reorganization from the Valdez community and the DOT/PF employees effected by the plan. Four points keep surfacing when considering the organizational changes and the affect it will and has had upon Valdez.

- 1) A major concern of the opponents of the move/reorganization is that the removal of the highway design function in the Southcentral Region, served by Valdez, may result in a reduced interest in the rural highway systems. There is legitimate and strong fear that the design component for those highway projects will have to compete for attention and funding with urban projects.

This concern has already been proven justified due to the change in the five-year capital improvement priorities plan that has occurred since the reorganization of the Southcentral District Headquarters. The new capital improvement plan for this area now includes projects for the Whittier area, which had never previously been considered a part of the Southcentral District, and the overall budgets have been cut considerably for each year.

- 2) There was also considerable pride in Valdez that the Valdez design contingent has proven itself to be one of the most efficient design units in the State. Valdez residents have contended that if the DOT/PF Commissioner wants to increase the efficiency of the department, he should not integrate one of the most efficient units into a design unit that has a high concentration of problems.
- 3) Of major concern in and for Valdez are the adverse social and economic impacts on the community of Valdez. The loss of these state jobs will and is having an impact on retail businesses, the schools (the Growden-Harrison Grade School already under consideration for shutting down) and to some extent, the regional economy. Also, the Valdez DOT/PF design personnel are totally integrated within the community and are therefore actively involved in community affairs, serving on the many boards and commissions and providing many significant "professional" contributions to the growth and potential of the City.
- 4) The original reorganization plan stated that of the thirty-five positions in the design and construction unit in Valdez, twenty-five positions would move by October 01, 1981, leaving only construction employees in the design and construction unit in Valdez. As a result of these transfers, there would be two promotions and five demotions for the Valdez employees. In addition to the permanent employees in the design and construction unit in Valdez, there were fifty seasonal employees. After the transfer there would be fifty-two seasonal employees in design and construction in Valdez.

The original strength of the entire Valdez DOT/PF contingent was 110 full-time positions and 100 seasonal.

positions. About 25% of the entire contingent will be or has been effected by the move.

Although we are unable to ascertain if this original plan has been precisely activated, I do feel sure that these are fairly accurate numbers when estimating the DOT/PF employees already relocated out of Valdez. Additionally, there is valid concern among Valdez residents that more transfers will follow. The construction unit (eight employees) will remain in Valdez through the 1982 construction season because of the large number of projects on-line in the Southcentral Region, but there is a great deal of uneasiness that some support personnel will be moved to Anchorage and Fairbanks subsequent to this transfer of the design unit.

Additionally, the housing impact is and will continue to be large, due to several houses going on the market at the same time in a town the size of Valdez. This affects the price of existing housing as well as new construction.

- 4) A final point of concern, one voiced by both employees of Valdez DOT/PF and by other members of the community, is that the DOT/PF design contingent works within a relatively compact DOT/PF unit in Valdez. There is justifiable concern that this move to the much larger structures in Fairbanks and Anchorage will contribute to inter-division disputes being sent to headquarters for resolution, thus delaying and diluting decisions. Currently, disputes and/or differences between different sections can be resolved easily in-house because of the smallness of the operation in Valdez.

Therefore, due to our concerns mentioned above, it is the City of Valdez' opinion that a five-region DOT/PF system is preferable to a three region system. A persuasive case can and has been made for preserving a "rural-oriented" highway design and construction unit in Valdez. If the existing unit in Valdez is meshed into the larger more urban-oriented Anchorage and Fairbanks regions, the rural highway needs of a vast section of Alaska will most likely suffer. A design unit located in a region where sensitivities are attuned to rural highway requirements will undoubtedly be more affective in dealing with those requirements.

One of the basics that cannot be overlooked is that the Department of Transportation and Public Facilities was created for several good reasons, one of which was to place the authority and responsibility for designing, constructing and maintaining public transportation facilities in the hands of those people closest to those facilities. The philosophy that prompted that decision was, "those people closest to the transportation problem are most intimate with the problem and left to their own

House Bill No. 649
February 23, 1982
Page four

devices, they are in the most knowledgeable position to solve that problem at the lowest possible cost to the taxpayer while providing the safest and most convenient transportation facility to the traveling public".

This then forms the basis for proceeding with House Bill 649 and our belief in a "rural-oriented" system, which is what a five-region program provides.

Much of Alaska's road system, covering less than one-fourth of the State, can be easily served out of Valdez. Consequently, Valdez' current role should be at least maintained if not expanded. Rather than abolishing the rural highway emphasis, serious consideration should be given to expanding the Valdez region's jurisdictional area to cover more highway miles, both north towards Fairbanks and north and west towards Anchorage. Approximately two years ago the DOT/PF even considered expanding the Valdez region's reach and we feel this consideration was valid.

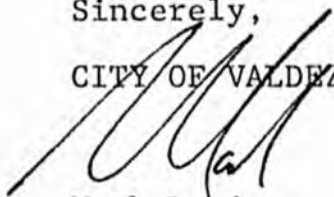
Additionally, the Prince William Sound area represents a major target area for expansion of the State's transportation system. The DOT/PF unit in Valdez should become the focal point for that expansion. Given the transportation benefits of making the area more accessible for recreation and visitor use as well as general economic development, an expanded DOT/PF presence in Valdez seems called for.

In closing I wish to reiterate that the City of Valdez heartily supports House Bill No. 649 and will assist its approval in any manner we possibly can.

If you require any additional information, please let me know.

Sincerely,

CITY OF VALDEZ



Mark Lewis
City Manager

mkr/lma

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

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 _____
 BRU, 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)

| | | | | | | |
|------------------------|-------|--------|--|--|--|--|
| GENERAL FUND | up to | 9720.0 | | | | |
| FEDERAL FUNDS | | | | | | |
| OTHEP (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 February 22, 1982 PREPARED BY Ronald Lind *RL*
 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 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:

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 - HB 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: | \$1,985.0 | <u>595.0</u> |
| Southcentral Residency | [30.0] | - |
| Western Residency | [40.0] | - |
| | \$1,915.0 | <u>595.0</u> |
| Estimated COLA 20% | 380.0 | <u>120.0</u> |
| | <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><u>\$9,720.0</u></u> |

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 _____
 BRJ, 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)

| | FY 82 | FY 83 | FY 84 | FY 85 | FY 86 | FY 87 |
|------------------------|-------|--------|-------|-------|-------|-------|
| GENERAL FUND | up to | 9720.0 | | | | |
| FEDERAL FUNDS | | | | | | |
| OTHER (Specify Source) | | | | | | |

POSITIONS

| | FY 82 | FY 83 | FY 84 | FY 85 | FY 86 | FY 87 |
|-----------|-------|-------|-------|-------|-------|-------|
| 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 *RL*
 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 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:

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] | - |
| Estimated COLA 20% | <u>\$1,915.0</u> | <u>595.0</u> |
| | 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> |

ALASKA

DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES REGIONS

JULY, 1981

PREPARED BY THE
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
UNIT SUPPORT SECTION - MAPPING

LEGEND

- EXISTING HIGHWAY SYSTEM _____
- DESIGN CONSTRUCTION PLANNING AND PROGRAMMING REGION _____
- ADMINISTRATION MAINTENANCE AND OPERATIONAL REGION _____
- FEARY ROUTE _____

