

**COMMITTEE REPORT**  
**SENATE**

FURTHER:

Date: 1/2/82

Mr. President:

The Committee on Education has had Public Law 97-253

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 Note
- reports it back without recommendation
- referred to the \_\_\_\_\_ Committee

MEMBERS SIGNING  
DO PASS

MEMBERS HAVING  
OTHER RECOMMENDATIONS:

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CHAIRMAN

Original sponsor: Transportation Committee

Offered: 3/12/82  
Referred: Finance

1 IN THE HOUSE

BY THE TRANSPORTATION COMMITTEE

2 CS FOR HOUSE BILL NO. 649 (Transportation) am

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."

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  $60^{\circ}53'45''N$ ,  $147^{\circ}27'W$  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  $63^{\circ}00'N$ ; then west  
15 along latitude  $63^{\circ}00'N$  to longitude  $154^{\circ}00'W$ ; thence north along longi-  
16 tude  $154^{\circ}00'W$ ; to the Arctic Ocean.

17 (3) Region three begins in the Gulf of Alaska on longitude  
18 line  $141^{\circ}00'W$ ; then north along longitude  $141^{\circ}00'W$  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  $70^{\circ}54'N$ ,  $154^{\circ}19'W$ ; on longitude line  $154^{\circ}00'W$ ; travels south along  
23 longitude  $154^{\circ}00'W$  to a point where longitude line  $154^{\circ}00'W$  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  $158^{\circ}00'W$  to latitude line  $58^{\circ}00'N$ , 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 (approx-  
10 imately one mile northeast of Palmer); then southeasterly to Princ.  
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, agency 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 Govern-  
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.  
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THE LEGISLATURE OF THE STATE OF ALASKA  
TWELFTH LEGISLATURE

FISCAL NOTE

Page 1 of 3

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)

	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  
 AGENCY DOT/PF  
 Original: Legislative Finance PHONE 465-3000  
 cc: Budget and Management

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

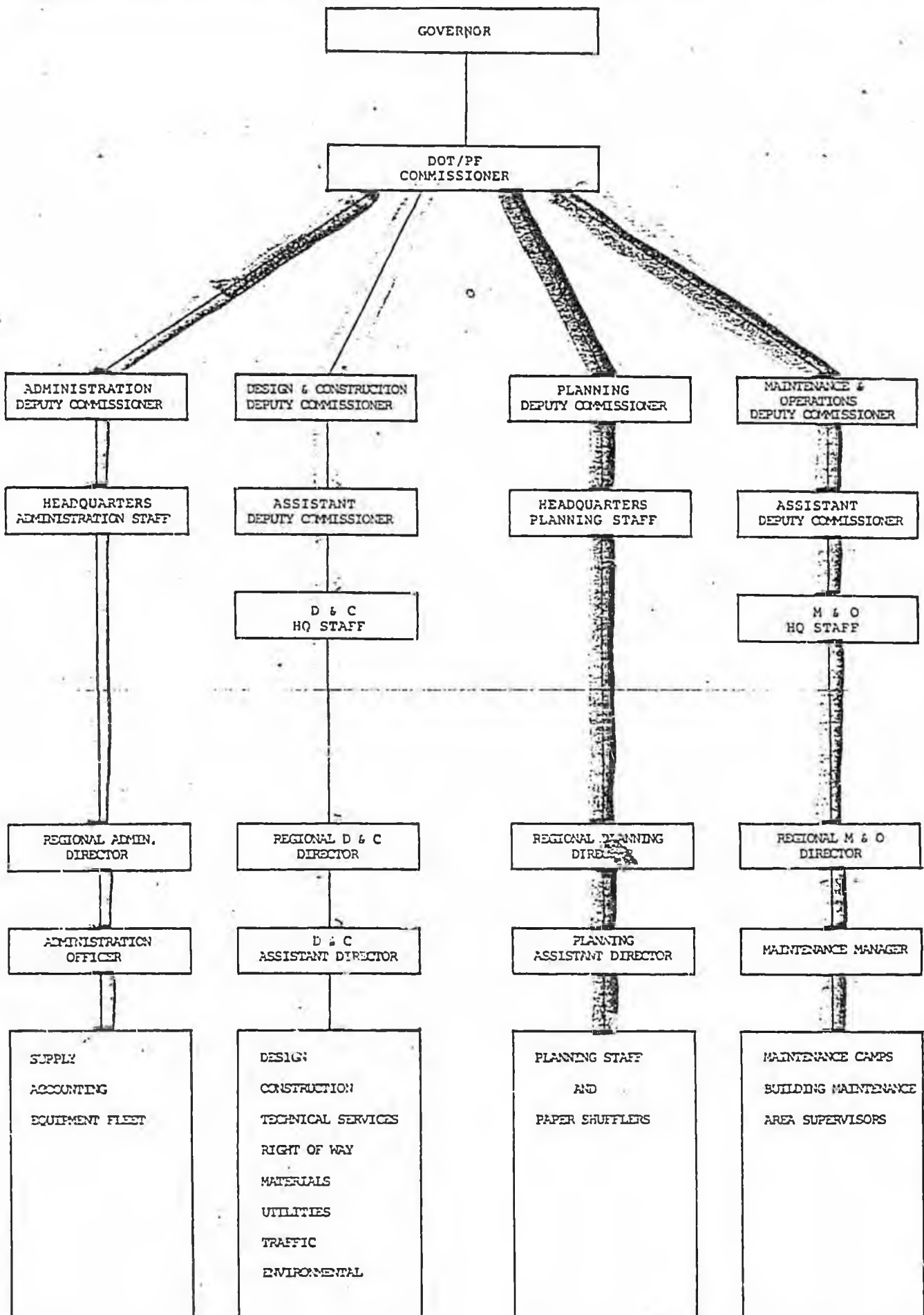
Attachment for Fiscal Note -  
CSHB 649

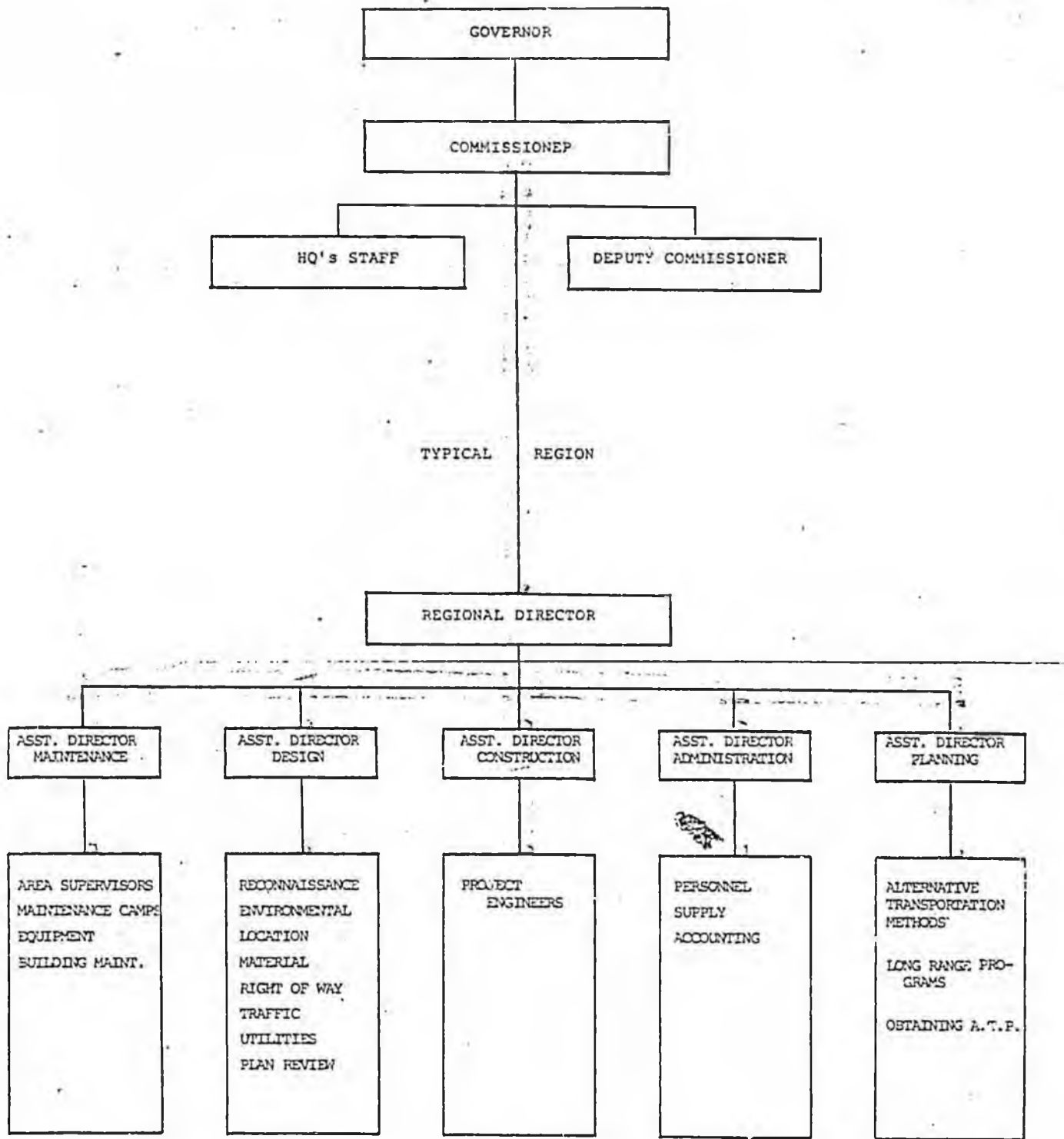
General Fund

	<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-
Estimated COLA    10%	<u>\$1,950.0</u>	-0-
	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

\$9,720.0





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

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.

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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.