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STATE OF ALASKA 1984 LEGISLATIVE SESSION  
FISCAL NOTE

Page 1 of 2

Revision Date: 1/4/84

REQUEST  
Bill/Resolution No.: HB 558  
Title: Local Service Roads & Trails  
Sponsor: DOT&PF  
Requestor: Commissioner's Office  
Date of Request:

FISCAL DETAIL  
Agency Affected: DOT&PF  
Program Category Affected: Design & Construction  
BRU, Program or Subprogram(s) Affected: Capital Program

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
OPERATING						
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 SUPPLIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS						
800 MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-
CAPITAL	-0-	-0-	-0-	-0-	-0-	-0-
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

N/A

ANALYSIS: Attach a separate page for analysis

Prepared By: John J. Simpson *J. J. Simpson* Phone: 789-6261  
Division: Standards & Technical Services Div. Date: 1/4/84

Approved by Commissioner: *[Signature]* Date: 1/11/84  
Agency: DOT&PF

Distribution (by Agency preparing fiscal note):

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)

12/1/83

The proposed bill is strictly a housekeeping measure and has no fiscal impact on either the operating or capital budget. No additional positions are required.

The proposed bill revises A.S. 19.30 in two areas:

- 1) AS 19.30.127 and AS 19.30.131(a) are reworded to make allocation district boundaries coincide with DOT&PF's regional boundaries. This simplifies the allocation process of LSR&T monies.
- 2) AS 19.30.161 is reworded to require LSR&T projects constructed on a Federal-aid secondary route to be approved by the Commissioner of DOT&PF. This language change is needed to assure that Federal requirements for roadway width, design standards and right-of-way are met.



STATE OF ALASKA  
OFFICE OF THE GOVERNOR  
JUNEAU

January 31, 1984

The Honorable Joe Hayes  
Speaker of the House  
Pouch V  
Juneau, Ak 99811

Dear Representative Hayes:

Under the authority of art. III, sec. 18, of the Alaska Constitution, I am transmitting a bill relating to the local service roads and trails program. The bill makes minor amendments to existing statutes.

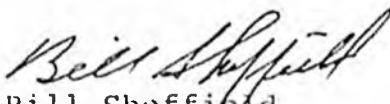
Section 1 repeals and reenacts AS 19.30.127. The current language establishes five allocation districts. The proposed language creates allocation districts by simply saying that they are identical to the Department of Transportation and Public Facilities' operating regions. When the local service roads and trails program was enacted in 1971 there were five highway districts within the Department of Highways. The allocation districts established in the statute coincided with those highway districts. Those allocation districts bear little relationship to the manner in which the state's highway program is administered today. There are currently three regional offices with headquarters in Anchorage, Fairbanks, and Juneau, respectively. This amendment will allow the program to be administered in a way that is consistent with the Department of Transportation and Public Facilities' current administrative structure. The amendment will enable the allocation districts to match any future changes in geographic organization of the department.

Additionally, sec. 1 of the bill provides a mechanism to address the problem of local governments which lie within two allocation districts. Subsection (b) of AS 19.30.127 will provide that the boundary between the allocation districts is to be adjusted to include the local government within the allocation district in which the largest portion of the local government's land is located.

Section 2 amends AS 19.30.131(a) by deleting the reference to five allocation districts. This amendment is necessary because of the new method of establishing the allocation districts found in sec. 1 of the bill.

Section 3 amends AS 19.30.161 by adding language requiring the prior approval of design standards, rights-of-way, and widths for projects which are constructed on a federal-aid secondary route, even though the project will be constructed by a local government that has assumed road powers. As a general proposition under the local service roads and trails program, if a local government has assumed road powers it is responsible for the maintenance of the facility after construction. Consequently, the state has little concern over the standards. In 1981, the nature of the program changed when AS 19.30.111 was amended to allow the use of program money on the federal-aid secondary highway system. These facilities can be quite complicated and the state is required to comply with various standards to continue to receive federal aid for the route. It is therefore appropriate that the commissioner of DOT/PF have a right of prior approval of design standards, rights-of-way, and width.

Sincerely,

  
Bill Sheffield  
Governor

STATE OF ALASKA 1984 LEGISLATIVE SESSION  
FISCAL NOTE

Revision Date: \_\_\_\_\_

REQUEST

Bill/Resolution No.: CSHB 558  
Title: Local Services Roads  
and Trails

Sponsor: \_\_\_\_\_  
Requestor: \_\_\_\_\_  
Date of Request: \_\_\_\_\_

FISCAL DETAIL

Agency Affected: DOTPF  
Program Category Affected: \_\_\_\_\_

Design & Construction  
BRU, Program or Subprogram(s) Affected: \_\_\_\_\_

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
OPERATING						
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 SUPPLIES						
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600 LAND & STRUCTURES						
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TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-
CAPITAL	-0-	-0-	-0-	-0-	-0-	-0-
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

ANALYSIS: Attach a separate page for analysis

Prepared By: Bette Cato Phone: 4858  
Division: House Transportation Committee Date: 3-27-84

Approved by Commissioner: \_\_\_\_\_ Date: \_\_\_\_\_  
Agency: \_\_\_\_\_

Distribution (by Agency preparing fiscal note):

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)

12/1/83

The Committee Substitute for House Bill 558 has no fiscal impact on either the operating or capital budget. No additional positions are required.

The proposed Committee Substitute revisions are as follows:

1. AS 19.30.127 and AS 19.30.131(a) are reworded to make allocation district boundaries coincide with DOTPF's regional boundaries. This simplifies the allocation process of LSR&T monies. (As in HB 558)
2. AS 19.30.131(c) and AS 19.30.141 deletes first class cities from direct allocations. Per the Department, the need for this change is to provide first class cities with adequate funds to construct local service roads. Presently, the law treats allocations for most first class cities are not adequate to construct a local service road project. This change in the law allows funding of projects for first class cities through their respective borough or unorganized borough on a priority basis.
3. AS 19.30.161 is reworded (per the Department's request) to require LSR&T projects constructed on a Federal-aid secondary route to be approved by the Commissioner of DOTPF. This language change is needed to assure that Federal requirements for roadway width, design standards and right-of-way are met.
4. AS 19.30.241(3) adds language which includes second class cities to conform with the definition of municipality in AS 29.78.010(8). Per the Department, this change is necessary to enable any political subdivision of the State to construct and maintain a project under the provisions of this act.
5. AS 19.30.241(4) adds language to the definition of local service roads to include an average daily traffic count of fewer than 400 vehicles to target LSR&T monies for projects which the LSR&T program was originally intended to do.

COMMITTEE SUBSTITUTE FOR HOUSE BILL 558 (TRANSPORTATION)

- Section 1. creates allocation districts by simply saying that they are identical to DOT's operating regions.
- provides mechanism to address the problem of local governments which lie within 2 allocation districts; includes the local government within allocation district in which largest portion of the local government's land is located.
- Section 2. deletes reference to FIVE allocations.
- Section 3. deletes first class cities from direct allocation. The need for this change is to provide first-class with adequate funds to construct local service roads. Presently, the law treats allocation of funds to first-class cities the same as home rule cities. Present allocations for most first class cities are not adequate to construct local service road project. This change in the law allows funding of projects for first class cities through their respective borough or unorganized borough on a priority basis.
- Section 4. deletes first class cities from direct allocation.
- Section 5. allows the use of program money on the federal-aid secondary highway system.
- Section 6. adds language to include second class cities to conform with the definition of municipality in AS 29.78.010(8). Necessary to enable political subdivision of the State to construct and maintain a project under the provisions of this act.
- adds language to the definition of local service roads to include an average daily traffic count of 400 vehicles in order to give alleviate the problem of LSR&T funds to be used on major urban roads.