

Offered: 4/26/83
Referred: Finance

Original sponsors: Ferguson, Kerttula,
Moss and Fahrenkamp

Funding Information

General Fund	\$10,000,000
Other Funds	-0-
	<u>\$10,000,000</u>

1 IN THE SENATE BY THE TRANSPORTATION COMMITTEE

2 HOUSE CS FOR SENATE BILL NO. 7 (Transportation)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 THIRTEENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act making an appropriation to the Department of
7 Transportation and Public Facilities for local ser-
8 vice roads and trails; and providing for an effective
9 date."

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

11 * Section 1. The sum of \$10,000,000 is appropriated from the general
12 fund to the Department of Transportation and Public Facilities for alloca-
13 tions for local service roads and trails authorized under AS 19.30.111 -
14 19.30.251.

15 * Sec. 2. This Act takes effect immediately in accordance with AS 01.-
16 10.070(c).

The following individuals may testify on SB 7:

A representative of DOTPF

As of 12-31-82

LSR&T PROGRAM

FACT SHEET

FUNDING

FIRST ALLOCATION	1971	\$ 6 MILLION
LAST ALLOCATION	1980	10 MILLION
TOTAL ALLOCATION		50.8 MILLION

PROJECTS (DOLLARS)

COMPLETED OR UNDER AGREEMENT	\$ 50 MILLION
REIMBURSEMENTS REMAINING	8 MILLION

ANNUAL PROGRAM

150 ACTIVE PROJECTS

50 ROAD PROJECTS COMPLETED

50 MILES OF ROAD COMPLETED

2000 MILES OF WINTER TRAIL STAKING

SEVERAL MILES OF BOARDWALK,

FOOT TRAILS & BIKE PATHS,

PROGRAM PHASE OUT

Phase out of the LSR&T Program began Jan 5, 1982.

EQUIPMENT FLEETS

Upgrade of the two construction fleets is necessary to retain the programs mobility in remote areas.

Effect of amendments. — The 1977 amendment substituted the reference to the Department of Transportation and

Public Facilities in the third sentence for a reference to the Department of Highways.

Sec. 19.30.090. Payment of construction costs in land credit certificates. The cost of constructing access roads to state lands shall be paid in freely transferable land credit certificates which may be applied toward the purchase or lease of any state lands under the jurisdiction of the division of lands, except tide, submerged, and shorelands and lands belonging to the state which have been obtained by escheat, purchase, or any means other than by general land grant. A land credit certificate is valid for a period of 20 years after issue. After the expiration of 20 years from date of issue the holder may not start an action against the state or any person based upon the certificate. The method of disposing of lands and resources and restrictions upon their disposal established by law or regulation are in no way affected by the use of land credit certificates. (§ 2 ch 122 SLA 1961; am § 4 ch 7 SLA 1964)

Sec. 19.30.100. Commissioner of natural resources may adopt regulations. The commissioner of natural resources may adopt rules and regulations necessary to carry out the purposes of AS 19.30.060 — 19.30.100. (§ 3 ch 122 SLA 1961)

Article 3. Local Service Roads and Trails.

Section

- 111. Purpose
- 121. Regulations
- 127. Allocation districts
- 131. Allocation of funds
- 141. Acquisition and construction programs
- 151. Local government participation
- 161. Design standards, rights-of-way and widths
- 171. Acquisition and conveyance of rights-of-way

Section

- 181. Project agreements
- 191. Letting of contracts
- 201. Construction
- 211. Maintenance
- 221. Availability of allocated sums
- 231. [Repealed]
- 233. Reports
- 241. Definitions
- 251. Local government powers

Repeal of former article. — Section 1, ch. 84, SLA 1971, repealed former Article 3, entitled "Local Service Roads." The

former article consisted of §§ 19.30.110 — 19.30.170 and derived from § 5, ch. 129, SLA 1968.

Sec. 19.30.111. Purpose. It is the purpose of AS 19.30.111 — 19.30.251 to provide for the acquisition and construction of local service roads and trails which are not included in the approved federal-aid primary highway systems eligible for federal-state matching funds. (§ 2 ch 84 SLA 1971; am § 1 ch 38 SLA 1981)

Effect of amendments. — The 1981 amendment, effective July 1, 1981, added "acquisition and" preceding "construction of local service roads" and deleted "or secondary" preceding "highway systems."

Collateral references. — 39 Am. Jur. 2d, Highways, Streets and Bridges, §§ 178-180.

39A C.J.S., Highways, §§ 141-143.

Power to directly regulate or prohibit

abutter's access to street or highway. 73 ALR2d 652.

Accidents arising from merger of traffic on limited-access highway with that from service road or ramp. 40 ALR3d 1429.

Measure and elements of damage for limitation of access caused by conversion of conventional road into limited access highway. 42 ALR3d 148.

Sec. 19.30.121. Regulations. The commissioner may make regulations necessary to carry out AS 19.30.111 — 19.30.241. (§ 2 ch. 84 SLA 1971)

Sec. 19.30.127. Allocation districts. The state is divided into five allocation districts as follows:

(1) The boundary of allocation district one begins in Kamishak Bay at 59° 15' N, 154° 00' W; and travels north along longitude line 154° 00' W to latitude 63° 00' N; thence east along latitude line 63° 00' N to a point common with the boundaries of allocations districts two and five; southerly of the Denali Highway at Corkscrew Creek (Milepost 59.1); thence southerly to Prince William Sound at Fairmount Point 60° 53' 45" N, 147° 27' W and inclusive of Kodiak, Afognak, Barren, Trinity and Chirikof Islands.

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

(3) The boundary of allocation district three begins in the Gulf of Alaska on longitude line 141° 00' W; thence north along longitude 141° 00' W to Boundary Point 187; thence southeasterly along the Canadian-United States border bounding Southeastern Alaska in its entirety.

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

(5) The boundary of allocation district five begins at the Gulf of Alaska on longitude line 141° 00' W and travels northerly along that

line to the point (but not including the point) at which Alaska Highway intersects the Alaska-Yukon border; thence northwesterly to the west abutment of the Little Tok River Bridge on the Tok Cutoff Highway (Milepost 91.2); thence west to the northerly abutment of McCallum Creek Bridge on the Richardson Highway (Milepost 202.4); thence west to the point directly north of Denali Highway at Corkscrew Creek (Milepost 59.1); thence southerly to the Glenn Highway at Summit (Milepost 118); thence southerly to Prince William Sound at Fairmount Point 60°53'45"N, 147°27'W. (§ 2 ch 84 SLA 1971)

Sec. 19.30.131. Allocation of funds. (a) During each fiscal year the commissioner shall allocate sums appropriated or otherwise designated for expenditure upon local service roads for that fiscal year among the five allocation districts in the following manner: one-half in the ratio which the area of each allocation district bears to the total area of the state and one-half in the ratio which the population of each allocation district bears to the total population of the state as shown by the latest available federal census.

(b) The commissioner shall also further allocate the sums in each allocation district to the boroughs within each allocation district in the following manner: one-half in the ratio which the area of each organized borough (excluding salt water areas) within that district bears to the total area of the allocation district and one-half in the ratio which the population of each organized borough area within that district bears to the total population of the allocation district as shown by the latest available federal census.

(c) The commissioner shall also further allocate portions of the sum allocated to any borough, either organized or unorganized, and to any home rule or first class city within the borough in the following manner:

(1) one-half in the ratio which the area of each home rule or first class city bears to the total area of the borough excluding salt water areas; and

(2) one-half in the ratio which the population of each home rule or first class city bears to the total population of the borough as shown by the latest available federal census.

(d) The sums not allocated within each district to a local government under (b) and (c) of this section shall be allocated to the unorganized borough and administered by the department. (§ 2 ch 84 SLA 1971; am § 2 ch 38 SLA 1981)

Effect of amendments. — The 1981 amendment, effective July 1, 1981, added "or first class" following "home rule" in

three places in subsection (c). Also in subsection (c), the amendment added the paragraph designations (1) and (2).

Sec. 19.30.141. Acquisition and construction programs. Before October 1 of each fiscal year each local government eligible for alloca-

tion of funds under AS 19.30.131 shall submit to the commissioner for approval a five-year plan for the acquisition and construction of local service roads and trails. Before December 1 of each fiscal year the commissioner shall submit to the governor a five-year plan for the acquisition and construction of local service roads and trails, including the approved local government programs. An organized borough shall include in its five-year plan local service road acquisition and construction programs for all cities other than home rule and first class cities within the boundaries of the borough. The commissioner shall include in his five-year plan local service road and trail acquisition and construction within the unorganized borough. (§ 2 ch 84 SLA 1971; am § 3 ch 38 SLA 1981)

Effect of amendments. — The 1981 amendment, effective July 1, 1981, substituted "five-year plan" for "long-range program" in four places, added "acquisition

and" preceding "construction" in four places and added "and first class" preceding "cities within the boundaries" in the next to the last sentence.

Sec. 19.30.151. Local government participation. (a) Upon application by a local government, local service roads and trails constructed under the provisions of AS 19.30.111 — 19.30.241 and located within the jurisdictional boundaries of a local government, as defined in AS 19.30.241(3), may be transferred to that local government upon approval by the department and after a vote of the people in the area.

(b) The commissioner shall, upon request of a local government, transfer funds allocated under AS 19.30.131 to any local government which has assumed local road powers for project cost amounts and contract award amounts submitted to the commissioner.

(c) Nothing in AS 19.30.111 — 19.30.241 prohibits a local government from participating financially in the acquisition and construction of a local service road or trail. (§ 2 ch 84 SLA 1971; am Executive Order No. 39, § 11 (1977); am §§ 2, 3 ch 158 SLA 1980; am § 4 ch 38 SLA 1981)

Revisor's Notes. In subsection (a), the words "of Transportation and Public Facilities" were deleted following "department" by the revisor of statutes since they are unnecessary in view of the definition of "department" contained in AS 19.30.241(8) and 19.45.001(5).

Effect of amendments. — The 1977 amendment substituted a reference to the Department of Transportation and Public Facilities for a reference to the Department of Highways in the first sentence of subsection (a).

The 1980 amendment deleted the former second sentence in subsection (a), which read: "A local government which has assumed road powers before May 20, 1971, may not be required to hold an election as provided by this section". and rewrote subsection (b).

The 1981 amendment added "acquisition and" preceding "construction" in subsection (c).

Sec. 19.30.161. Design standards, rights-of-way and widths. Design standards, rights-of-way and widths for each local service road

and trail project shall have the prior approval of the commissioner, unless the project is under the supervision of a local government that has assumed local road powers. If the project is under the supervision of a local government that has assumed road powers, design standards, rights-of-way and widths shall be established by the local government. (§ 2 ch 84 SLA 1971; am § 4 ch 158 SLA 1980)

Effect of amendments. — The 1980 amendment inserted "rights-of-way and widths" at the beginning of the section, and added the material at the end of the section following, "approval of the commissioner" and beginning, "unless the project is."

Sec. 19.30.171. Acquisition and conveyance of rights-of-way.

(a) The local government shall acquire all rights-of-way required for local service road and trail construction. However, if the local government is unable to acquire the necessary right-of-way, the commissioner is authorized to acquire it in accordance with AS 19.05.080 — 19.05.120. The commissioner may convey to the local government, by appropriate instrument executed in the name of the state, any land or interest in land which has been acquired by the state for the construction of local service roads or trails.

(b) The costs incurred by the commissioner in acquiring this land or interest in land includes all costs and any fees incidental to acquisition. All costs incurred in connection with the acquisition of the land or interest in land for local governments that have assumed local road powers shall be charged to the project allocation for which the land or interest in land is acquired. Right-of-way acquisition costs incurred by the commissioner for local governments without local road powers under AS 19.30.151(a) shall be charged to the project allocation for the local government for which the land or interest in land is acquired.

(c) When rights-of-way for local service roads are acquired over land or interest in land owned by the state, the commissioner may make such arrangements with the department having jurisdiction over the land as may be necessary to give the local government adequate rights-of-way, and any such department is directed to transfer the jurisdiction of the land to the commissioner. (§ 2 ch 84 SLA 1971; am § 17 ch 71 SLA 1972; am § 5 ch 158 SLA 1980; am § 5 ch 38 SLA 1981)

Effect of amendments. — The 1980 amendment deleted "including relocation assistance and payments in accordance with AS 34.60" following "to acquisition" at the end of the first sentence of subsection (b), deleted "by the commissioner" following "All costs incurred" near the beginning of the second sentence of subsection (b), inserted "for local governments that have assumed local road powers" near

the middle of the second sentence of subsection (b), and added the present third sentence of subsection (b).

The 1981 amendment substituted "charged to the project allocation" for "paid by the local government" in the second sentence of subsection (b).

Legislative history reports. — For report on ch. 71, SLA 1972 (HCSSE 363 am H), see 1972 House Journal, p. E9E.

Sec. 19.30.181. Project agreements. A local government which has assumed local road powers may enter into a formal project agreement with the commissioner for the acquisition and construction of a specific project. (§ 2 ch 84 SLA 1971; am § 6 ch 158 SLA 1980; am § 6 ch 38 SLA 1981)

Effect of amendments. — The 1980 amendment rewrote the section.

The 1981 amendment added "acquisition and" preceding "construction of."

Sec. 19.30.191. Letting of contracts. (a) Repealed by § 15 ch 158 SLA 1980.

(b) Contracts entered into by a local government that has assumed local road powers for the construction of each project shall be awarded only on the basis of the lowest responsible bid submitted by a bidder meeting established criteria of responsibility.

(c) All contracts by a local government that has not assumed local road powers must have the prior concurrence of the commissioner. The commissioner may delegate the power to approve contracts to a local government that has assumed local road powers for the acquisition and construction of local service roads and trails.

(d) Except as provided in (b) and (c) of this section and in AS 44.33.300, construction of each project shall be administered by the department in accordance with guidelines established by the commissioner by regulation. (§ 2 ch 84 SLA 1971; am § 4 ch 277 SLA 1976; am §§ 7 — 9, 15 ch 158 SLA 1980; §§ 7, 8 ch 38 SLA 1981)

Effect of amendments. — The 1980 amendment repealed subsection (a), rewrote subsection (b), substituted "that has not assumed local road powers must" for "awarded by competitive bidding under (b) of this section must comply with the provisions of this section, and" near the

middle of subsection (c), and added subsection (d).

The 1981 amendment added the present second sentence of subsection (c) and added "and (c)" following "as provided in (b)" in subsection (d).

Sec. 19.30.201. Construction. Except as provided under AS 19.30.161, the construction of a local service road or trail undertaken by the department or under its direct supervision under the provisions of AS 19.30.111 — 19.30.241, shall be performed according to approved design standards and is subject to the inspection and approval of the commissioner. All construction work done and labor performed by or under the direct supervision of the department shall be in accordance with applicable state law. (§ 2 ch 84 SLA 1971; am § 10 ch 158 SLA 1980; am § 9 ch 38 SLA 1981)

Effect of amendments. — The 1980 amendment substituted "the department" for "a local government" near the beginning of the first sentence, substituted "department" for "local government" near

the middle of the second sentence, and deleted "the laws of that local government and" following "in accordance with" near the end of the second sentence.

The 1981 amendment substituted

"except as provided under AS 19.30.161, the" for "the" at the beginning of the first sentence.

Sec. 19.30.211. Maintenance. (a) The department shall maintain, or cause to be maintained, any project constructed by the department under the provisions of AS 19.30.111 — 19.30.241, except that upon mutual agreement of the commissioner and the local government the responsibility for maintenance may be transferred to the local government if it is authorized to assume road maintenance powers.

(b) The department shall continue maintenance on all projects maintained by the department on January 1, 1980.

(c) A local government may contract with the department for maintenance of a project. The maximum annual maintenance cost to the local government may not exceed twice the amount of state aid to municipalities for roads. (§ 2 ch 84 SLA 1971; am § 11 ch 158 SLA 1980)

Effect of amendments. — The 1980 amendment rewrote the section.

Sec. 19.30.221. Availability of allocated sums. (a) On and after the date that the commissioner has certified the sums allocated to each local government, the sums shall be available for expenditure under the provisions of this chapter.

(b) These allocated sums shall be available for expenditure for a period of five years after the close of the fiscal year for which the sums are authorized and any amounts so obligated remaining unexpended at the end of that period shall lapse and shall be available for other local service road or trail construction within that allocation district in accordance with AS 19.30.111 — 19.30.241.

(c) This section applies to sums transferred under AS 19.30.151(b).

(d) The payment of royalties required to obtain materials to construct local service road and trail projects is a valid expenditure under this chapter. (§ 2 ch 84 SLA 1971; am § 12 ch 158 SLA 1980)

Effect of amendments. — The 1980 amendment deleted "by the local government" preceding "under the provisions" near the end of subsection (a), inserted "allocated" at the beginning of subsection (b), substituted "be" for "continue" follow-

ing "sums shall" near the beginning of subsection (b), deleted "by that local government" following "for expenditure" near the beginning of subsection (b), and added subsections (c) and (d).

Sec. 19.30.231. Payment for construction.

Repealed by § 15 ch 158 SLA 1980.

Editor's notes. — The repealed section derived from § 2, ch. 84, SLA 1971.

Sec. 19.30.233. Reports. (a) No later than October 1 of each year, a local government which has received money under AS 19.30.151(b) shall prepare a report showing the use of the money by the local government during the preceding 12 months. The local government shall submit a copy of the report to the commissioner.

(b) No later than December 1 of each year, the commissioner shall prepare a report showing the use of the money allocated under this chapter during the preceding 12 months and a report on the status of all projects under this chapter for which the department has construction responsibility. The commissioner shall submit copies of the reports to the governor. (§ 13 ch 158 SLA 1980)

Sec. 19.30.241. Definitions. In AS 19.30.111 — 19.30.241

(1) "construction" means the building of a new road, street or trail or the improvement of existing roads, streets or trails and includes the necessary preliminary engineering, construction engineering and utility relocation;

(2) "home rule city" means a city as defined in AS 29.08.010;

(3) "local government" means an organized borough of any class, a unified municipality organized under AS 29.68.240 — 29.68.440, a home rule city, or a city of the first class;

(4) "local service road" means a public road which is not designated as a route on the approved federal-aid highway system;

(5) "project" means an undertaking to construct a particular portion of a local service road or trail, or, if the context so implies, the particular portion of a local service road or trail so constructed;

(6) "trail" means a footpath or way on land or water that is open to public use as a matter of right whether or not a thoroughfare, particularly for dog sleds and mechanized snow vehicles;

(7) "commissioner" means the commissioner of transportation and public facilities;

(8) "department" means the Department of Transportation and Public Facilities.

(9) "secondary road" means a road that is not included in the approved federal-aid primary highway system and is being maintained by the state or local government. (§ 2 ch 84 SLA 1971; am § 30 ch 53 SLA 1973; am § 14 ch 158 SLA 1980; am §§ 10, 11 ch 38 SLA 1981)

Effect of amendments. — The 1980 amendment added paragraphs (7) and (8).

The 1981 amendment substituted "a unified municipality organized under AS 29.68.240 — 29.68.440" for "or" preceding "a home rule city" and added "or a city of

the first class" following "a home rule city" in paragraph (3) and added paragraph (9).

Legislative history reports. — For report on ch. 53, SLA 1973 (CSHB 382), see 1973 House Journal, pp. 793, 865.

Sec. 19.30.251. Local government powers. Road construction and maintenance authority is granted to local governments, as defined in AS 19.30.241(3), which do not otherwise have that authority; how-

ever, the authority granted is limited to participation in the construction and maintenance of local service roads under AS 19.30.111 — 19.30.241. (§ 2 ch 84 SLA 1971)

Chapter 35. Relocation Assistance.

Section

10 — 100. [Repealed]

Sec. 19.35.010 — 19.35.100.

Repealed by § 2 ch 41 SLA 1971.

Editor's notes. — The repealed chapter derived from § 1, ch. 60, SLA 1969; §§ 50, 51, ch. 69, SLA 1970.

Section 3, ch. 41, SLA 1971, provides: "This Act is retroactive to January 2, 1971."

Chapter 40. James Dalton Highway.

Section

- 10. Declaration of policy
- 15. Highway named
- 20. Contractual authority
- 30. Undertakings of contractors
- 40. Exemption
- 50. Highway width
- 60. Conditions to be met
- 65. Regulations and penalties
- 70. Conflict with other laws

Section

- 80. Definitions
- 100. Use of the highway by industrial or commercial traffic
- 110. Public use of a portion of the highway
- 120. Closure of the highway to traffic
- 200. Prohibition on disposal of land within five miles of the highway
- 210. Prohibition of off-road vehicles

Sec. 19.40.010. Declaration of policy. (a) The legislature finds and declares that there is an immediate need for a public highway from the Yukon River to the Arctic Ocean and that this public highway should be constructed by the State of Alaska at this time because

(1) it will assist in the fulfillment of the Constitution of the State of Alaska, art. VIII, § 1, in which it is provided that it is the policy of the state to encourage the settlement of its land and the development of its resources by making them available for maximum use consistent with the public interest;

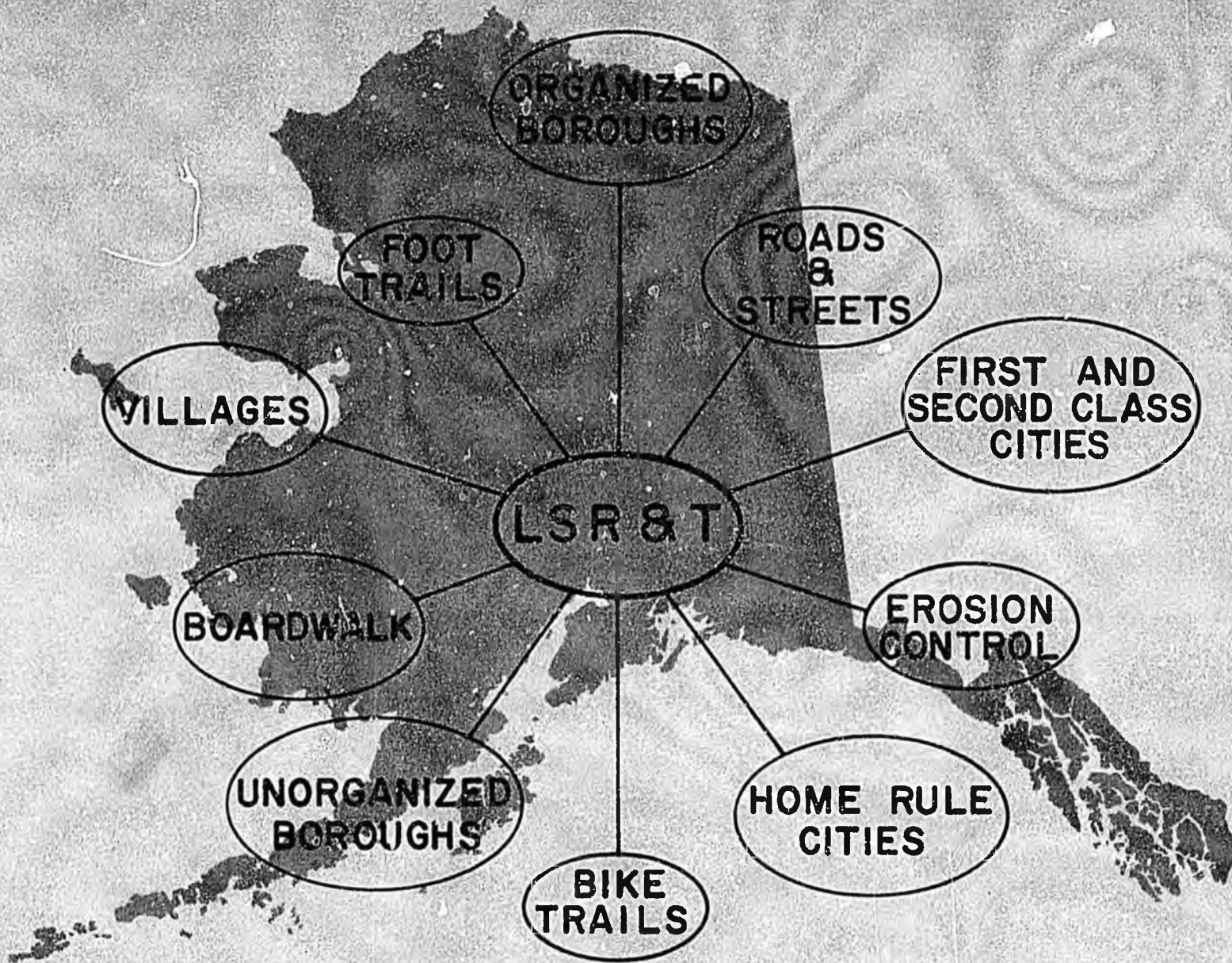
(2) it will provide the first year-round, overland route from north of the Yukon River to the Arctic Ocean, and will consequently result in the completion of a highway from the Pacific Ocean to the Arctic Ocean;

(3) it is in conformity with the policy of the Federal-Aid Highway Act of 1956, 23 U.S.C. 101(b), in which it is declared to be in the national interest to accelerate the construction of certain highways which are of primary importance to the national defense;

(4) it will benefit local and interstate commerce because the area north of the Yukon River is rich in natural resources but is inaccessible at the present time because of the lack of roads and this inaccessibility prohibits the successful use of the natural resources of this area;

THREE YEAR LOCAL SERVICE ROADS AND TRAILS PROGRAM

1981 1982 1983



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

JAY S. HAMMOND
GOVERNOR



STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

January 1, 1981

Fellow Alaskans:

This document outlines the 1981, 1982 and 1983 Local Service Roads and Trails Program. Included are project locations, descriptions and estimated costs.

It should be noted this is a planning document of the Department of Transportation and Public Facilities and as with all plans, changing conditions may require modification of the plans in the later years.

All of these projects are in conformance with requests by local governments. Nearly all projects in last year's program for 1980 are complete.

Your extraordinary support of local service roads and trails gives me great pleasure as I submit this, your Three Year Local Service Roads and Trails Program.

Sincerely,

A handwritten signature in black ink, appearing to read "Jay S. Hammond".

Jay S. Hammond
Governor

NARRATIVE

LOCAL SERVICE ROADS & TRAILS PROGRAM

The Local Service Roads and Trails Program provides for construction of local roads and trails which are not included in the federal-aid highway system.

Under the Local Service Roads & Trails Act, funds for home rule cities, municipalities and organized boroughs are allocated by strict formula. These local governments then establish their own project scheduling; therefore, this publication is merely a listing of their individual programs as submitted. Project priorities and scheduling in the unorganized boroughs are based primarily on requests and recommendations of village councils and residents. Personal contact with the villages is established by LSR&T representatives from the Department's regional offices. Village needs are thus determined first-hand, along with approximate costs. Since the cost of requested projects usually exceeds the funds available, the priorities must be established based on need. Local governments often participate in projects costs with their own funds.

Local residents and equipment are utilized wherever practical in the construction of these projects. Not only is this beneficial to the economy of the villages, but it normally reduces the overall cost of the project. A side benefit is the training of local residents who will, in many cases, be maintaining the completed project.

This three years LSR&T Program is based on remaining funds from previous allocations and the 1980 Transportation Facilities bond issue of \$10,000,000 for fiscal years 1981 and 1982.

Funding shown in this program anticipates using all of these funds by the end of calendar year 1982. Therefore, projects shown for calendar year 1983 only can proceed if additional funds are made available.

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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
LOCAL SERVICE ROADS AND TRAILS

Allocation District 1

PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1981			
MUNICIPALITY OF ANCHORAGE	Commercial Drive-3rd Ave., to Mt. View Dr.	1.	323,800
	Arctic Blvd. 44th to International	2.	291,400
	Hillside & Girdwood Community Improvements	3.	101,400
	Eagle River - Chugiak Improvements	4.	252,400
	Bike Trails - Anchorage	5.	68,400
	Bike Trails - Girdwood/Hillside	6.	30,300
	Bike Trails - Eagle River/Chug'uk	7.	22,400
KENAI-PENINSULA BOROUGH	Longmere Lake Access Road	8.	150,000
	Murwood Drive	9.	50,000
	Bear Creek Road	10.	200,000
	Base Road	11.	75,000
MATANUSKA-SUSITNA BOROUGH	Lucille St. - Phase I	12.	55,000
	Welch Road	13.	29,500
	King Arthur Drive (Houston)	14.	112,000
	Smith Drive	15.	102,000
KODIAK-ISLAND BOROUGH	Lilly Drive	16.	91,300
CITY OF KENAI	Main Street Loop - Phase I	17.	60,200
CITY OF KODIAK	Mill Bay Road	18.	24,100
CITY OF PALMER	Funds Reserved for Calendar Year 1982 & 1983		
CITY OF SEWARD	City Streets	19.	16,900
UNORGANIZED BOROUGH 1			
Chenega	Village Streets	20.	117,500

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
LOCAL SERVICE ROADS AND TRAILS

Allocation District 1

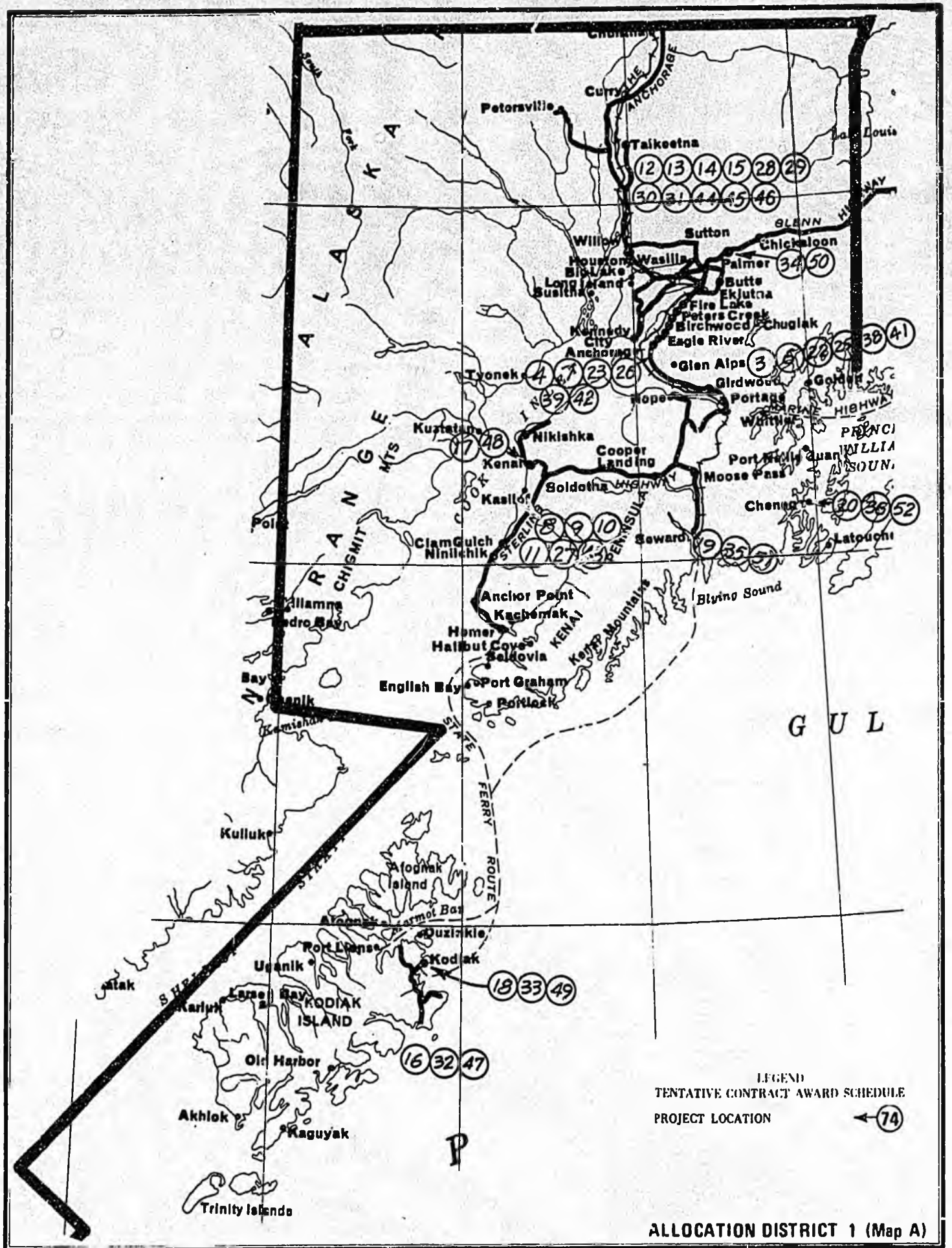
PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1982			
MUNICIPALITY OF ANCHORAGE	36th Avenue-Arctic to Spenard	21.	291,500
	Hillside/Girdwood Community Improvements	22.	129,200
	Eagle River/Chugiak Community Improvements	23.	95,500
	Bike Trails/Anchorage	24.	32,400
	Bike Trails/Girdwood & Hillside	25.	14,400
	Bike Trails/Eagle River & Chugiak	26.	10,600
KENAI-PENINSULA BOROUGH	Feuding Lane	27.	36,000
MATANUSKA-SUSITNA	Palmer West	28.	75,000
	Jupiter Street	29.	20,000
	Bridge-Wilderness East Subdivision	30.	30,000
	Jim Creek Trail	31.	135,400
KODIAK-ISLAND BOROUGH	Womans Bay Drive	32.	91,300
CITY OF KENAI	Funds Utilized in 1981		
CITY OF KODIAK	Ersleine, Wilson & Carolyn Road Improvements	33.	23,100
CITY OF PALMER	North Alaska Street Paving	34.	66,700
CITY OF SEWARD	City Streets	35.	13,500
UNORGANIZED BOROUGH 1			
Chenega	Village Streets	36.	117,500

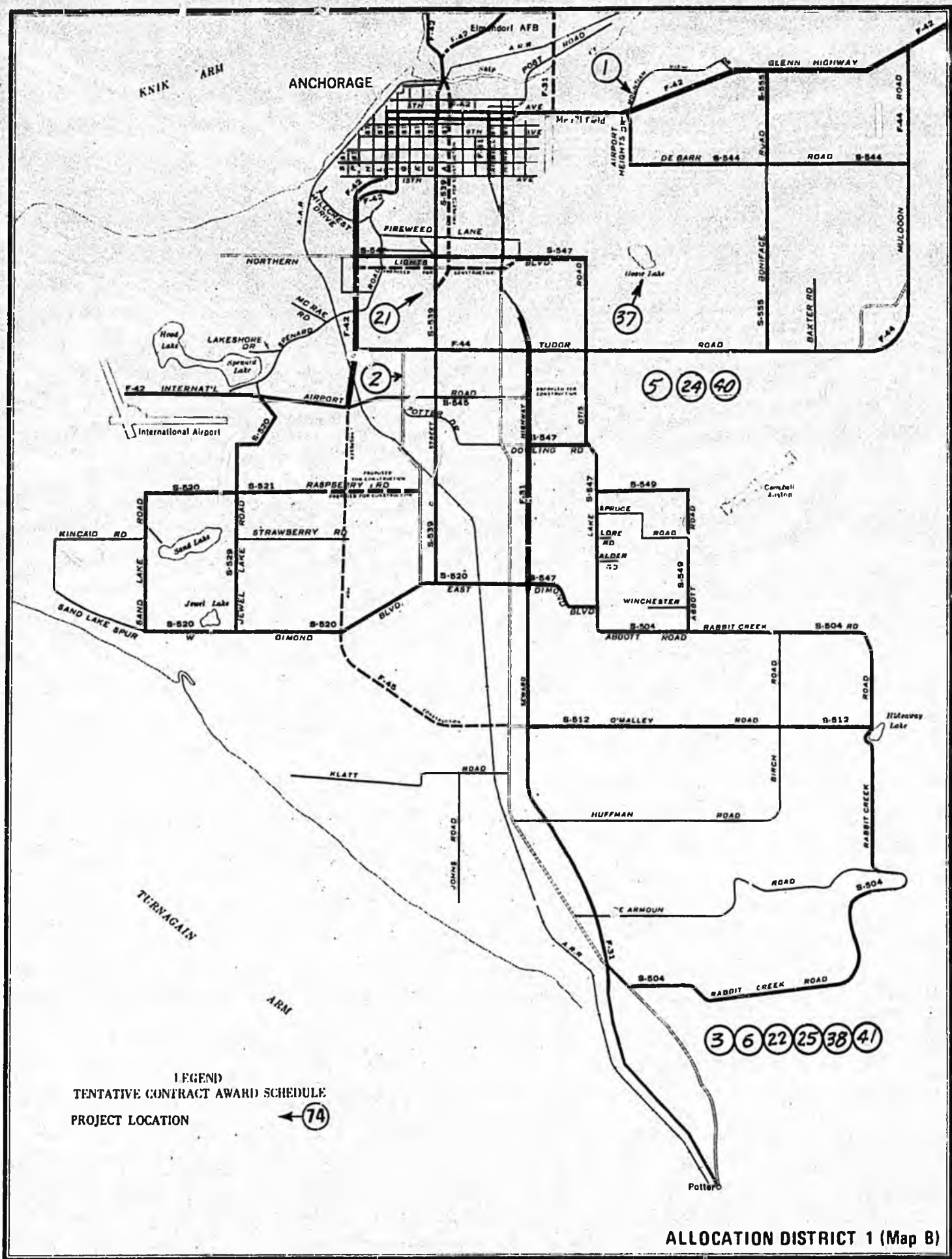
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
LOCAL SERVICE ROADS AND TRAILS

Allocation District 1

PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1983*			
MUNICIPALITY OF ANCHORAGE	Providence Drive - University to Northern Lights	37.	291,500
	Hillside/Girdwood Community Improvements	38.	129,200
	Eagle River/Chugiak Community Improvements	39.	95,500
	Bike Trails - Anchorage	40.	32,400
	Bike Trails - Girdwood & Hillside	41.	14,400
	Bike Trails - Eagle River & Chugiak	42.	10,600
KENAI--PENINSULA BOROUGH	Lewis Lane	43.	224,000
MATANUSKA-SUSITNA BOROUGH	Lucille St. - Phase II	44.	220,000
	Phile Spees	45.	23,500
	Various Locations Access Roads & Streets	46.	35,900
KODIAK-ISLAND BOROUGH	Bayview Drive	47.	91,300
CITY OF KENAI	Main Street Loop Phase II	48.	30,100
CITY OF KODIAK	Baranof Avenue - 6th to 10th	49.	23,100
CITY OF PALMER	North Gulkana Street - Paving	50.	105,100
CITY OF SEWARD	City Streets	51.	13,500
UNORGANIZED BOROUGH 1			
Chenega	Village Streets	52.	117,500

* Calendar Year 1983 is unfunded with present allocations.





LEGEND
 TENTATIVE CONTRACT AWARD SCHEDULE
 PROJECT LOCATION ← 74

ALLOCATION DISTRICT 1 (Map B)

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
LOCAL SERVICE ROADS AND TRAILS

Allocation District 2

PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1981			
FAIRBANKS NORTH STAR BOROUGH	Service Area Roads	1]	
	Badger-Dennis Intersection	2]	
	Badger Road Bike Path	3]	
	Chena Hot Springs Road Trail	4]	
	Hagelbarger Avenue Extension	5]	
	Holmes Road - Dennis to Badger	6]	650,000
NORTH SLOPE	Point Lay - Community Roads	**7	310,000
CITY OF FAIRBANKS	No Program Submitted		464,400
CITY OF NORTH POLE	No Program Submitted		1,500
UNORGANIZED BOROUGH II			
HEALY/ANDERSON/NENANA	Local Service Roads	8]	
EUREKA	Vehicle Bridge @ Boston Cr.	9]	
BEAVER	Village Streets	10]	
EVANSVILLE	Village Streets	11]	
EAGLE	Access Road	12]	
TETLIN	Access Road	13]	1,370,000

** Refer to Map A Allocation District 4

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
LOCAL SERVICE ROADS AND TRAILS

Allocation District 2

PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1982			
FAIRBANKS NORTH	Arterial Streets	14.]	351,000
STAR BOROUGH	Service Area Roads	15.]	
NORTH SLOPE	Atkasook - Road to Airport	** 16.	290,000
CITY OF FAIRBANKS	No Program Submitted		125,000
CITY OF NORTH POLE	No Program Submitted		1,400
UNORGANIZED BOROUGH II			
CENTRAL	Vehicle Bridge @ Miller Creek	17.]	488,600
NORTHWAY	Village Streets	18.]	
RAMPART	Mining Access Road	19.]	
STEVENS VILLAGE	Village Streets	20.]	

** Refer to Map A Allocation District 4

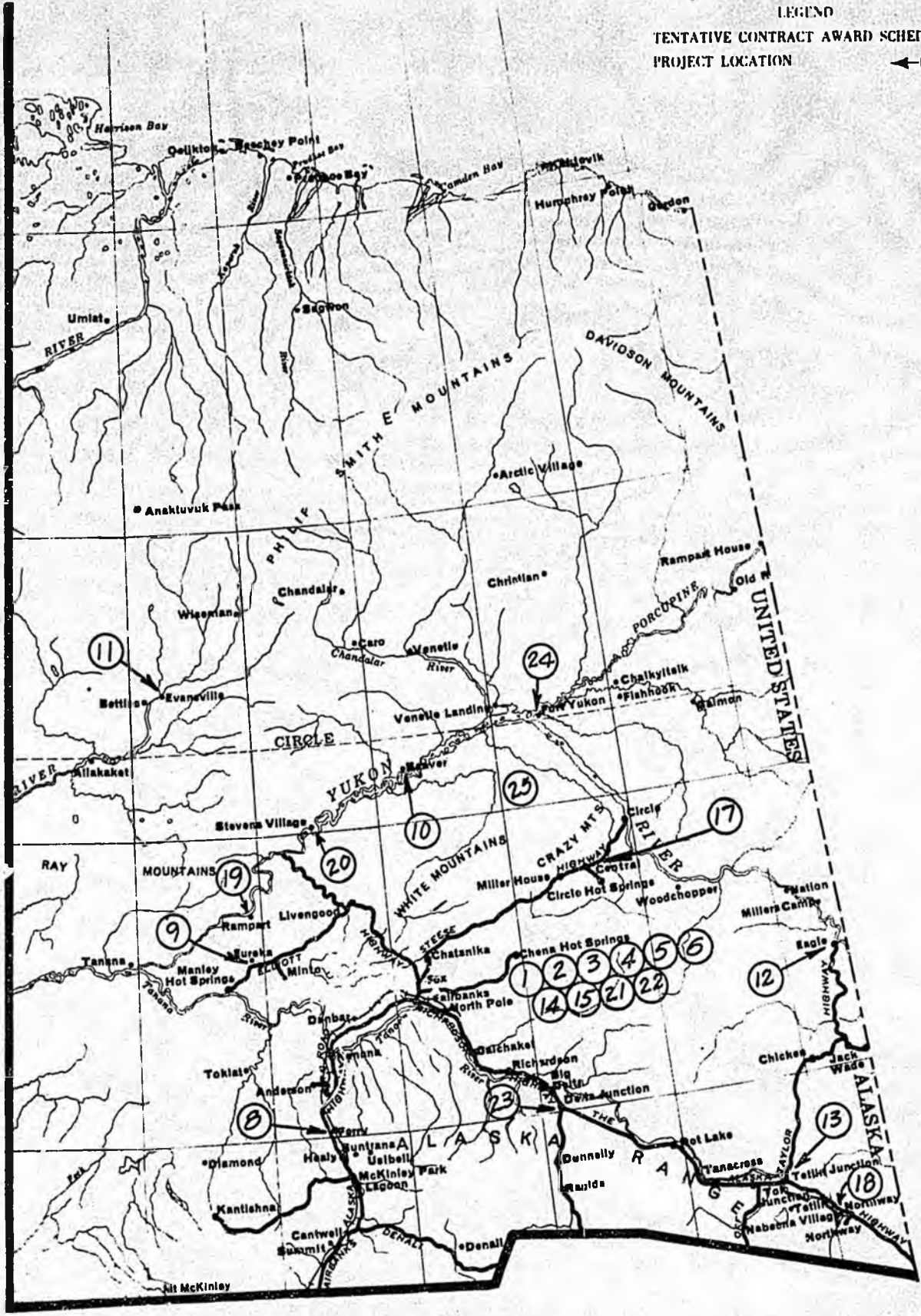
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
LOCAL SERVICE ROADS AND TRAILS

Allocation District 2

PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1983 *			
FAIRBANKS NORTH STAR BOROUGH	Arterial Streets	21.]	351,000
	Service Area Roads	22.]	
NORTH SLOPE	No Program Submitted		289,300
CITY OF FAIRBANKS	No Program Submitted		125,400
CITY OF NORTH POLE	No Program Submitted		1,500
UNORGANIZED BOROUGH II			
DELTA AREA	Community Roads	23.]	
FORT YUKON	City Streets	24.]	502,000
VARIOUS LOCATIONS	Trails & Access Roads	25.]	

* Calendar Year 1983 is unfunded with present allocations.

LEGEND
 TENTATIVE CONTRACT AWARD SCHEDULE
 PROJECT LOCATION ← 74



ALLOCATION DISTRICT 2 (Map A)

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
LOCAL SERVICE ROADS AND TRAILS

Allocation District 3

PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1981			
CITY & BOROUGH OF SITKA	Price Street	1]	100,000
	Sidewalks	2]	
KETCHIKAN GATEWAY BOROUGH	Animal Shelter Access	3	20,000
CITY OF KETCHIKAN	Shoerbar Trail Lighting	4	12,500
	Cook Street Drainage	5	6,000
	4 1/2 Alley Drainage	6	13,100
	Tower Road Drainage	7	12,300
CITY OF WRANGELL	Link Road	8	10,000
	Case Avenue	9	20,000
	Cemetary Access Road	10	2,500
CITY OF PETERSBURG	City Streets or downtown parking	11	22,000
HAINES BOROUGH	Paving local streets	12	22,800
CITY & BOROUGH OF JUNEAU	Davis Avenue	13	40,000
HOONAH	Drainage on Lumbago Street	14]	
KAKE	Cemetary Access Road	15]	
PELICAN	Mussel Street - Phase II	16]	
KLAWOCK	Roadway Drainage	17]	240,000
MEYERS CHUCK	Service Trails	18]	
SKAGWAY	Sidewalk	19]	
ELFIN COVE	Boardwalk	20]	
VARIOUS LOCATIONS	Road & Trails	21]	

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
LOCAL SERVICE ROADS AND TRAILS

Allocation District 3

PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1982			
CITY & BOROUGH OF SITKA	Upgrade Dodge Circle Sidewalks	22] 23]	100,000
KETCHIKAN GATEWAY BOROUGH	Access to subdivisions	24	86,700
CITY OF KETCHIKAN	Funds utilized in Calendar Year 1981		
CITY OF WRANGELL	McKinnon Street	25	22,000
CITY OF PETERSBURG	City Streets or parking	26	22,000
HAINES BOROUGH	Front Street	27	22,800
CITY & BOROUGH OF JUNEAU	Tongass Avenue and Nancy Drive	28	146,000
KUPREANOF	Petersburg Creek to Petersburg Lake Trail	29]	
KAKE	Second Street Bulkhead	30]	
TENAKEE	Service Trail	31]	
CRAIG	Beach Road	32]	240,000
YAKUTAT	Bulkheads on Bayview Drive	33]	
KASAAN	Drainage on Main Road, Phase I	34]	
HYDABURG	Drainage & Surfacing	35]	
VARIOUS LOCATIONS	Roads & Trails	36]	

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
LOCAL SERVICE ROADS AND TRAILS

Allocation District 3

PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1983*			
CITY & BOROUGH OF SITKA	Sidewalks	37	65,900
KETCHIKAN GATEWAY BOROUGH	No Program Submitted		41,000
CITY OF KETCHIKAN	Denali Avenue Drainage	38	8,900
	Alaska Avenue Drainage	39	13,100
CITY OF WRANGELL	Church St. from Zimova to Case Avenue	40	42,800
CITY OF PETERSBURG	City Streets or parking	41	21,800
HAINES BOROUGH	Fort Wm. H. Seward Boardwalk	42	22,800
CITY & BOROUGH OF JUNEAU	Radcliff Road	43	93,700
KAKE	Roadway Drainage	44]	
YAKUTAT	Access Road to Monit Bay Heights	45]	
CRAIG	6th Street, Main to Beach	46]	240,000
KASAAN	Drainage on Main Road, Ph. I	47]	
VARIOUS LOCATIONS	Roads & Trails	48]	

* Calendar Year 1983 is unfunded with present allocations.

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
LOCAL SERVICE ROADS AND TRAILS

Allocation District 4

PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1981			
BRISTOL BAY BOROUGH	Savonoski Road - Phase III	1	110,200
UNORGANIZED BOROUGH IV			
CENTRAL REGION			
AKOLMUIT	Boardwalk	2]	
ANIAK	Access Road	3]	
ATKA	Streets & Vehicle Bridge	4]	
ATMAUTHLUAK	Boardwalk	5]	
IVANOFF BAY	Boardwalk	6]	
KOLIGANIK	Streets & Vehicle Bridge	7]	695,000
PERRYVILLE	Vehicle Bridge	8]	
SCAMMON BAY	Access Road	9]	
TULUKSAK	Boardwalk	10]	
TUNTUTULIAK	Boardwalk	11]	
INTERIOR REGION			
KALTAG	Streets	12]	
RUBY	Streets	13]	240,000
WESTERN REGION			
ANVIK	Streets	14]	
EMMONAK	Vehicle Bridge	15]	
GRAYLING	Streets	16]	660,000
HOLY CROSS	Streets	17]	
LITTLE DIOMEDE	Foot Trail	18]	
NOORVIK	Streets	19]	
NULATO-KOYUKUK	Winter Trail Staking	20]	
GALENA			

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
LOCAL SERVICE ROADS AND TRAILS

Allocation District 4

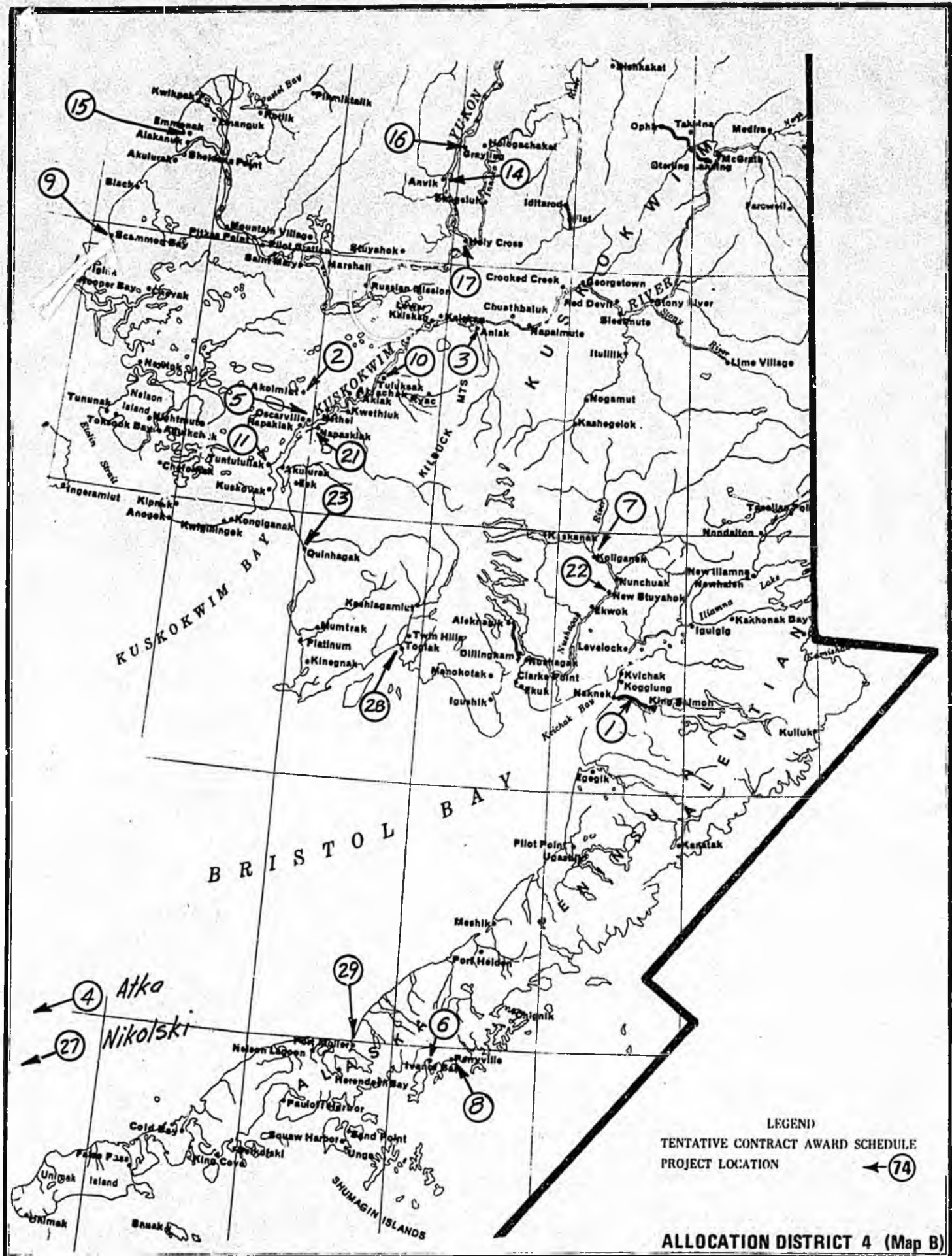
PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1982			
BRISTOL BAY BOROUGH	Funds Utilized in Calendar Year 1981		
CENTRAL REGION			
NAPAKIAK	Boardwalk	21]	
NEW STUYAHOK	City Streets	22]	203,000
QUINHAGAK	Boardwalk	23]	
INTERIOR REGION			
GALENA	Community Roads	24	62,000
WESTERN REGION			
SAVOONGA	Access Road	25]	
NULATO-KOYUK GALENA	Winter Trail Staking	26]	120,000

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
LOCAL SERVICE ROADS AND TRAILS

Allocation District 4

PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1983*			
BRISTOL BAY BOROUGH	No Program Submitted		22,400
UNORGANIZED BOROUGH IV			
CENTRAL REGION			
NIKOLSKI	Access Road	27]	
TOGIAK	City Streets	28]	420,000
UGASHIK	Village Streets	29]	
INTERIOR REGION			
HUGHES	City Streets	30]	
HUSLIA	City Streets	31]	111,800
WESTERN REGION			
BREVIG MISSION	Boardwalk	32]	
KIANA	Access Road	33]	
KOTZEBUE	Access Road	34]	395,000
WALES	Access Road	35]	
YUKON-KOBUK	Winter Trail Staking	36]	

* Calendar Year 1983 is unfunded with present allocation.



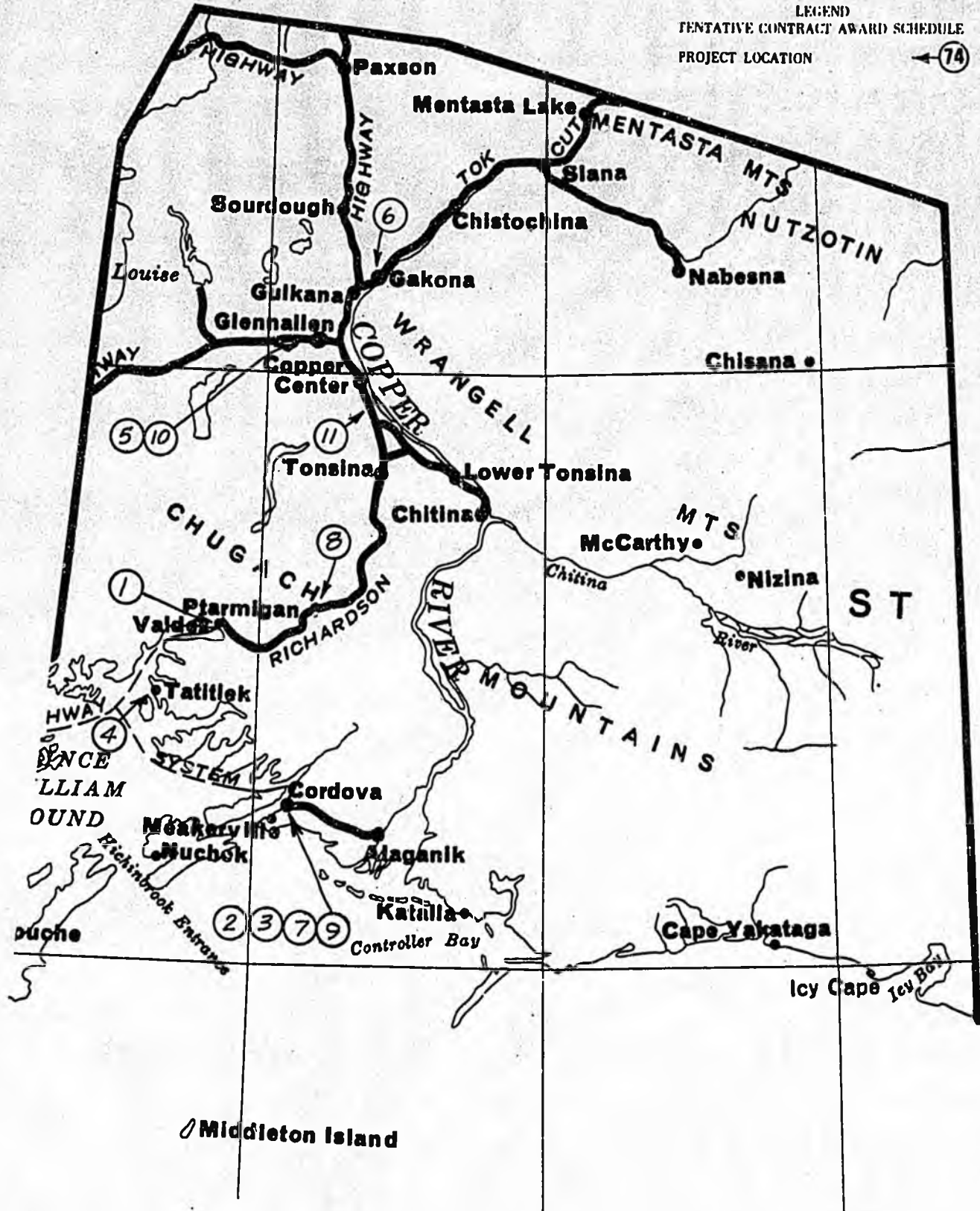
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
LOCAL SERVICE ROADS AND TRAILS

Allocation District 5

PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1981			
CITY OF VALDEZ	West Egan Drive	1.	120,800
CITY OF CORDOVA	First Street Trestle	2.	69,500
	Railroad Avenue	3.	30,500
UNORGANIZED BOROUGH V			
TATITLEK	Airport Access Road	4.]	
GLENNALLEN	School Access Road	5.]	285,000
GAKONA	Foot Bridge	6.]	
Calendar Year 1982			
CITY OF VALDEZ	Fund Utilized in Calendar Year 1981		
CITY OF CORDOVA	Second Avenue Paving, Phase I	7.	30,400
UNORGANIZED BOROUGH V			
Tzaina (Lost Lake)	Lake Access Road	8.	59,800
Calendar Year 1983*			
CITY OF VALDEZ	No Program Submitted		20,900
CITY OF CORDOVA	Second Avenue Paving, Phase II	9.	30,400
UNORGANIZED BOROUGH V			
GLENNALLEN	Village Street - Paving	10]	
TAZLINA	Copperville Subdivision	11]	142,900
	Street Paving		

* Calendar Year 1983 is unfunded with present allocations.

LEGEND
 TENTATIVE CONTRACT AWARD SCHEDULE
 PROJECT LOCATION ← (74)



Middleton Island

ALLOCATION DISTRICT 5

LSR & T... this is a road?

Some Facts About The LSR & T Program

Local Service Roads and Trails, as enacted by the legislature of the State of Alaska, is for the purpose of providing for the construction of roads and trails which are not included in the approved federal-aid primary or secondary systems which are eligible for federal-state matching funds.

The system is 100% state funded through bond issues approved by the people of Alaska. The State is divided into five allocation districts, by a formula which is based on area and population. The funds are then further allocated to the boroughs and home-rule Cities. Any funds not allocated to a local government are allocated to the unorganized borough and administered by the Department of Highways.

The program first went into effect in July of 1971 with total funding in the amount of \$5,000,000.00 of which \$629,000.00 was allocated to southeastern. A subsequent bond issue provided an additional \$838,000.00 for southeastern.

Boroughs and home-rule Cities with the capability of engineering and supervising roadway and for trail construction enter into agreement with the Department of Highways regarding the scope of a project. The Department approves design plans, authorizes advertising and award of contracts, and approves the completed project.

Within the unorganized borough the projects are handled in a variety of ways to realize the most out of the funds and to serve the best public interest. This could be by preparation of plans and advertising by the Department, by use of the local labor force, through a reimbursable agreement with another agency or a combination of the above.

Since this program was initiated in 1971, 42 projects have been completed, 11 projects are under construction, and 7 additional projects are in the planning stages, for southeastern Alaska.

Active projects include a boardwalk between the inner and outer harbors at Port Alexander, clearing of Anchorage Street in Klawock, a complete year-around trail facility in Haines, reconstruction of the boardwalk in Elfin Cove, street surfacing in Yakutat and construction of 4th Street in Craig.

A few of the major projects completed within the organized boroughs and home-rule Cities include the Carlanna Lake Road extension in Ketchikan, Outer Drive in Wrangell, and paving and grading of Davis Avenue in Juneau.

In the planning stages are projects in Sitka, Petersburg, Wrangell, Skagway, Angoon, Pelican and others.

In the scheme of road building things, there are roads that are Federal Aid Primary and there are roads that are Federal Aid Secondary. Both types are eligible for federal-state matching funds.

And then there are those roads that aren't funded at all, or at least they weren't until the Alaska State Legislature some years ago came up with approval for a bonding issue on a periodic basis to create wanted roads where no funding sources were available.

The result was LSR&T, otherwise known as Local Service Roads and Trails, and it works in this manner:

- Bond funds are allocated among the five districts under an area/population formula.

- Home rule cities and organized boroughs within the districts are given their pro-rated share.

- Unorganized boroughs have funds earmarked for their use, to be administered by the Department of Highways.

- Home rule cities and organized boroughs select their own projects with Highways acting only as an approval agency.

- Unorganized borough funds are handled in several ways, but the local village has project selection power.

Planned expenditures in 1976 for the LSR&T program total slightly over \$5 million, with nearly a half a million dollars of that amount to be spent in Southeast Alaska. Fifteen projects will be undertaken in Southeast, while the statewide total is 75.

LSR&T is road building in its basic form. There is a minimum of red tape, a maximum of local involvement, and for every dollar spent there is a visible result.

On January 19, 1973, a storm with 70 mile-an-hour winds pushed logs along on an 18.5 foot high tide and destroyed the Tinkum Creek bridge at Kasaan Village. The structure was a bridge in the sense that it crossed water, but not a bridge in the sense of a span carrying cars, trucks or trains. It carried people, and perhaps bikes. But no cars. It was a boardwalk, and certainly not eligible for federal-state matching funds.

Enter LSR&T.

On March 25, three local men were signed up to work, a project supervisor was on hand and needed materials were ordered from Ketchikan to augment the salvaged bridge lumber from the old structure. As the initial stages were underway onsite, the Ketchikan materials were inadvertently sent to Klawock. The Highway Department Maintenance Foreman there took the timbers to Hollis and placed them on the beach. The Kasaan project supervisor chartered a boat, got the lumber off the beach, and delivered it to Kasaan. On April 4

the new Tinkum Creek Bridge was finished... and relocated some 45 feet upstream where it would be safer from big storms.

Total cost..... \$4,820.00

In the spring of 1975, a huge log serving as a bridge across Indian River near Tenakee collapsed. It had been placed there in 1957 by Loyal Clark during a ten-day period that required the use of a raft, of an International tractor and of much musclepower. The log bridge was used by residents and outdoorsmen throughout the Indian river-Sunny Cove - Columbia Superior - Harley Creek - Coffee Cove area. It was sorely needed.

LSR&T again to the rescue.

Immediately following the Thanksgiving weekend in 1975, a

crew was hired and supplies were brought in by a Juneau flight service. Unhappily, the weather changed and snow delayed the project. It was rescheduled for March 1, 1976, but the winter's accumulation of snow forced another postponement.

But the work will be done under the terms of LSR&T, and when it is completed, Tenakee residents will have a double-log bridge, cabled together, and a planked walking surface. The trail which the bridge serves will also be improved.

Kasaan came in for another unique project that started in 1975 when an old boardwalk, connecting the village to the boat harbor and airplane float finally gave up the fight and surrendered to rot. When it came to the point that residents were falling through the rotting wood and being injured, a call for LSR&T was made.

Local labor was signed up, and lumber was to be supplied by the local sawmill. Work was started on August 5, but because the small mill kept chewing up engines...and the owner/operator was forced to scurry about Southeast in search of replacements...the project moved in fits and starts rather than

leaps and bounds. When winter shut things down, about 300 feet of boardwalk remained to be completed after spring startup.

This project was unique in that Kasaan had no money available, so no reimbursable services agreement could be entered into. To solve this problem, the Department of Highways set up a bank account so the weekly payroll could be handled and materials purchased. Checks were counter-signed by a village representative and by the LSR&T engineer. This arrangement has been used satisfactorily several times during the life of the LSR&T program.

Strange things do happen on LSR&T projects. One Hoonah job invoice included the cost of rifle shells...certainly no ordinary item for a highway project. But in this case, the project was the clearing of a trail and the rifle shells were needed to keep the bears at bay! And even the dogs sometimes get into the act, as was the case with that same Hoonah job. They, like the rifle shells, were used to help convince the bears that this was to be a people trail, not a bear trail.

Local labor, local material and even local dogs, all are a part of LSR&T. Money is brought into the closed loop of a village economy...jobs are created where none exist...and roads are built where they are most needed, and least affordable. LSR&T is basic people-to-people roadwork.

In defining "road", Webster says nothing about cars, trucks and trains. Those terms have been added in our minds through usage. Webster merely says that a road is "a public way for traveling upon". If your village is 1,500 feet of muck and mire away from the village boat harbor, a boardwalk is just as surely a road as is the finest stretch of eight lane superhighway in the world and a planked log spanning a 20 feet wide stream can be just as important as is the Golden Gate Bridge.

And that's what LSR&T is all about.

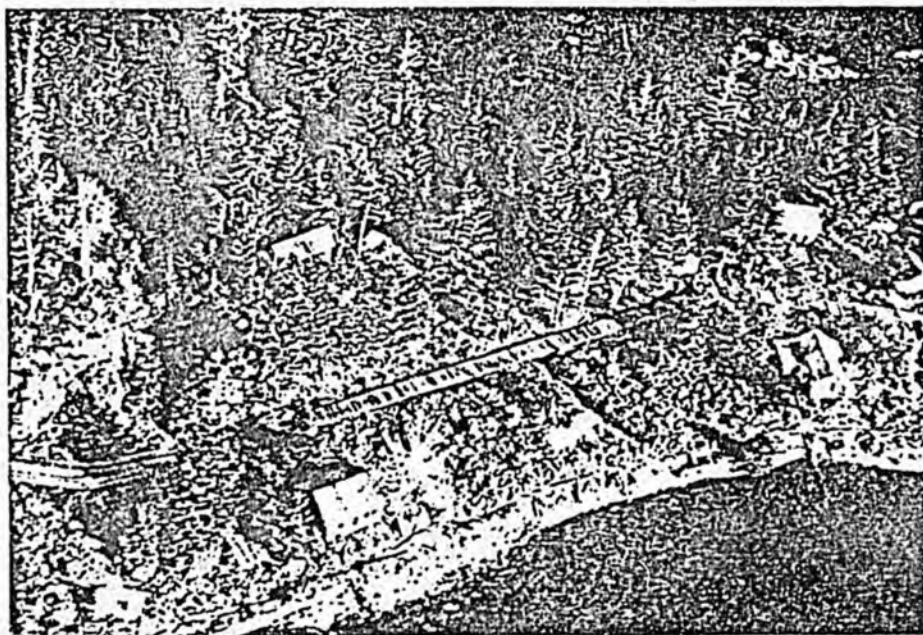
Port Alexander Boardwalk
Project G-30399

Port Alexander is a small fishing community located on the southern tip of Baranof Island. Facilities for docking are located on what is known as the Inner Harbor and the Outer Harbor, located about 1/4 mile apart. The trail between harbors is along the edge of the inlet connecting the harbors. Due to storms, tidal action and other factors, the bulkhead along the trail, and the trail itself are almost obliterated in some areas.

It was requested that LSR & T fund a trail and/or boardwalk between harbors to provide public access. As the Division of Harbors and Waters was active in the area, and helped initiate the project, it was agreed they would supervise the project and a reimburseable agreement was prepared in November, 1973 in the amount of \$34,000.00

Work commenced in the spring of 1974 under the supervision of Richard Cleaver, a local resident. Due to unavailability of gravel, the trail portion was converted to a boardwalk and an additional \$10,000.00 authorized for the project.

Completion was in June, 1976.



SOUTHEASTERN

The LSR&T Program, initiated in 1971, has been used to fund a variety of projects in almost every community in the Panhandle. Cost has ranged from a drainage project in Haines, costing \$1,300, to major street construction in Ketchikan, costing \$245,000.

Types of projects constructed include footbridges in Kasaan; housing access roads in Yakutat, Hydaburg and Klawock; trails in Metlakatla, Hoonah, Tenakee, Kasaan and Elfin Cove; road construction and reconstruction in just about every town; sidewalks, parking areas, boardwalks, drainage projects, paving, signing, stairways, and a boat launching ramp.

The LSR&T program has been flexible enough to answer the needs of the people in regard to getting them out of the mud, which was the original concept of LSR&T. Costs were kept down and the dollar stretched to the extent possible by using local labor, material and equipment whenever possible. Money was brought into the economy of the towns, jobs were created where none existed, and the people involved developed a sense of pride in their accomplishments.

Some of the projects constructed which have meant a great deal to the communities and the traveling public are listed below:

1. Kasaan Bridges and Boardwalk. Reconstructed to provide access from the harbor to town. Existing structures were completely rotten and the community had no funds.

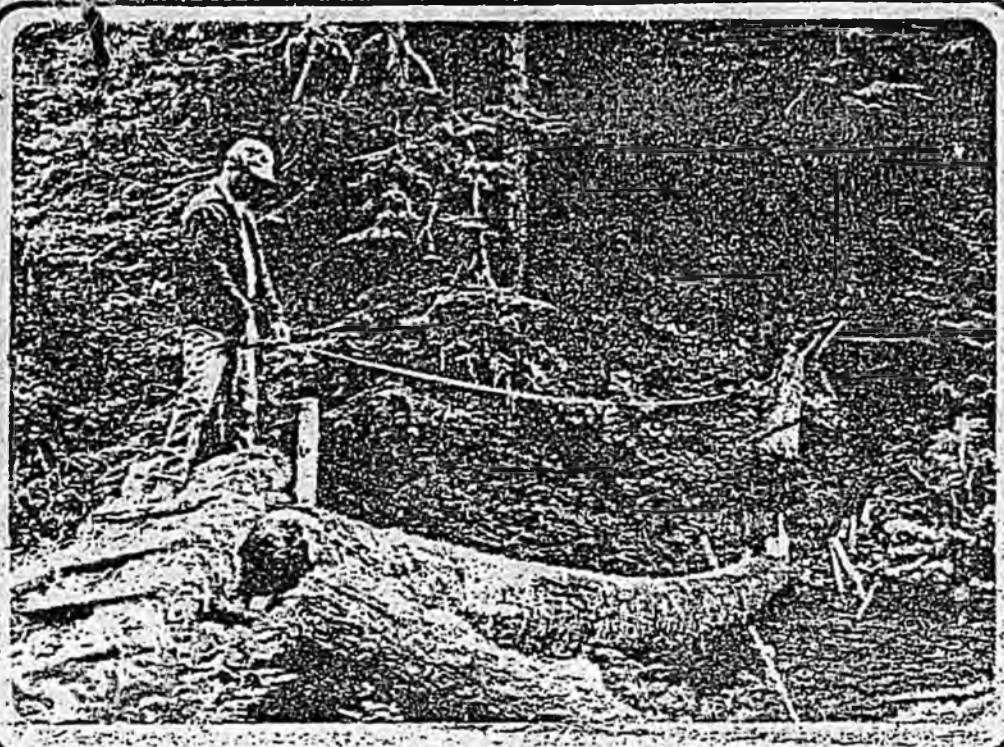
2. Pelican Landfill Access. A road constructed by the city to meet EPA requirements.
3. Kake Totem Park. A road and parking area to the site of the world's tallest totem pole.
4. Hydaburg Townsite Road. A new road to provide access to a new municipal building and housing for senior citizens.
5. Elfin Cove Boardwalk and Trail. Replacement and reconstruction of the boardwalk and trail around the cove, including material for future maintenance.
6. Port Alexander. A boardwalk to replace a washed out trail connecting the inner and outer harbors.
7. Craig Cold Storage Road. A 30' roadway to provide access to a new city shop and site of proposed highway maintenance shop.
8. Haines Trail. A year-round trail for hiking, skiing, horseback riding, snowshoeing, etc.
9. Wrangell - Outer Drive. Construction of roadway embankment, drainage and sidewalks which access new municipal building to downtown.

10. Petersburg. Replaced Birch Street Trestle along Hammar Slough, and constructed several new access roads.

11. Juneau. Sidewalks, drainage, paving of local streets, including Evergreen Bowl Access, Trinity Drive, Memorial Drive and Riverside Drive.

These are only a few of the projects constructed under the program in the past ten years. As can be expected, each project is unique and in the villages sometimes innovation is the key to success.

Attached are excerpts from the April 1976 issue of The New Alaskan which had several interesting LSR&T projects featured.



TENAKEE-INDIAN RIVER BRIDGE

The log spanning the Indian River, about one mile east of Tenakee collapsed in the spring of 1975. This crossing provided access to hunting and fishing areas for residents and outdoorsmen from south-east, and also access for home owners at Sunny Cove, Columbia, Superior, Harley Creek and Coffee Cove. Old bridge was placed by Loyal H. Clark in the spring of 1957. The tree came from the east side of Kadashan Bay, about 1/2 mile back from the beach in an area Bill Tonsgard logged. He used a TD-14 International Tractor to yard the log out and towed it across the inlet. The job was done by Mr. Clark alone, and took about 10 days. He rafted the tractor across the inlet and back, which he says was very time consuming.

The Department agreed to assist Tenakee in replacing this bridge, and arrangements were made to begin work directly after the Thanksgiving weekend last fall. Supplies were delivered to the site by Channel Flying of Juneau on November 28, 1975. The following day the temperature dropped sharply and it began to snow. It was decided to delay the project until the weather improved. Plans were made recently to begin work March 1, but once again the weather didn't cooperate.

The replacement bridge will be placed several hundred feet downstream and will consist of 2 logs placed side by side, cabled together and planked to provide a walking surface. The east Tenakee trail will also be improved at the same time. The forman for construction of the bridge will be Thomas Jack, of Hoonah, who resided in Tenakee previously. Don McGee will be forman for the remaining work. All work will be done using local labor. Mayor of Tenakee, Bob Pegues, initiated the project.

Hoonah — Spasski Trail

The Spasski Trail was originally upgraded by the Forest Service in 1938 and 1939, and probably maintained by the Forest Service until some time in the 1960's. The trail connects Hoonah to Spasski Bay, a distance of approximately 3½ miles. The trail was heavily overgrown and several gullies and muskeg areas required crossings. The trail was usable, but just barely.

It was agreed to upgrade the trail to make it usable for recreational purposes such as hiking, hunting, snowshoeing, etc. Work was begun on September 8, 1975, with Thomas Jack as foreman. The size of the crew was usually about eight men, all labor was local.

One of the cost items in the project was rifle shells, as the brown bears in the area also liked to use the trail. Dogs were usually kept with the crews to help keep the bears away.

The trail was completed to Spasski Bay the first week in October.

Also, as part of the project, it was agreed to construct a stairway down "Jackass Pass" which is a portion of undeveloped roadway between Hill Street and Hemlock Avenue. This is a very steep area which was utilized by a number of people, including older residents as a shortcut to town. According to Mayor Miles Murphy, it wasn't really any shorter, but people seemed to use it anyway. The same crew did the work on this project and it was completed in early November.



HOONAH BULKHEAD
Project G-30182

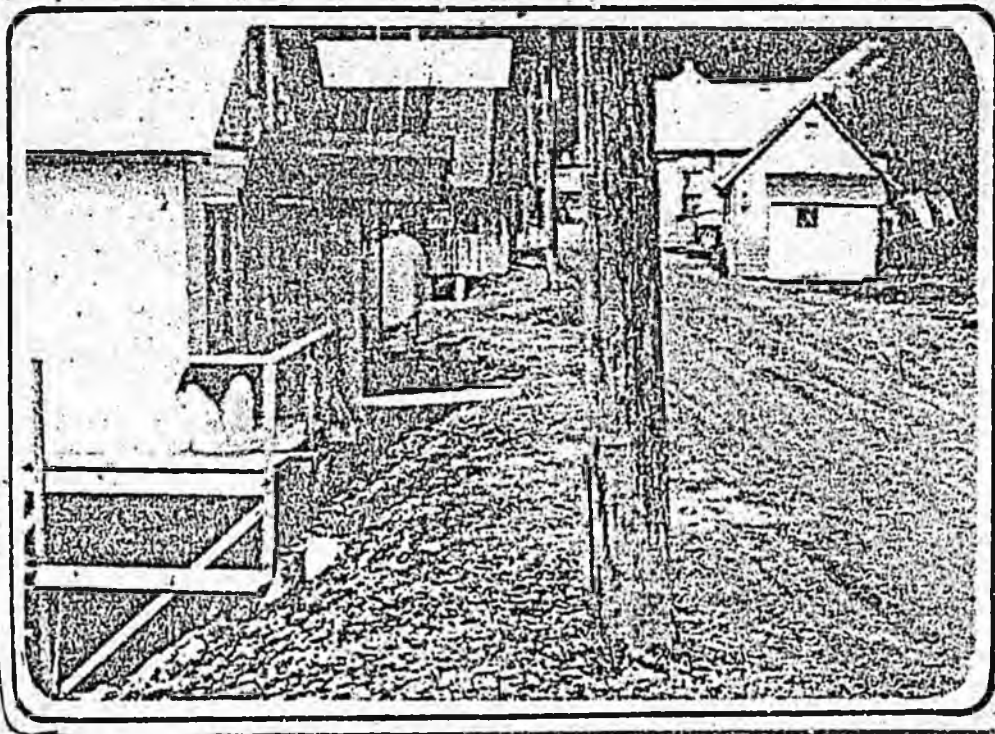
The purpose of this project was twofold. First to reinforce the log bulkhead along Front Street in Hoonah, and secondly to afford a measure of shore protection in areas where there was no bulkhead.

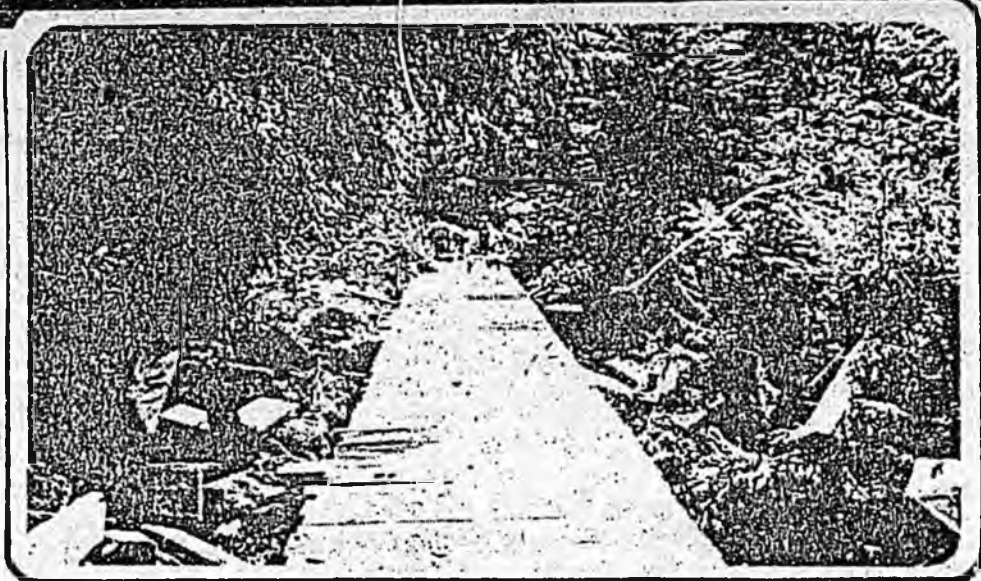
The project was initially designed and advertised by the Department of Highways, but the bids received were considerably over the engineers estimate, and were rejected. It was subsequently agreed between the Department and the City of Hoonah that the City would provide the labor and equipment on a reimbursable basis, and highways would supervise the work.

The work force consisted of Millard Carteel, Charles Bennett and Frank Wright, St. The LSR&T Superintendent was Roger Polley.

Work started in November, 1972, and consisted of building demolition and carpentry work until winter shutdown. Work commenced on the project in April, under supervision of Kelly St. Clair, of Hoonah. He was appointed by Mayor Frank See and approved and hired by the Department.

Rock was obtained from the Bureau of Indian Affairs quarry and the project was completed on May 22, 1973.





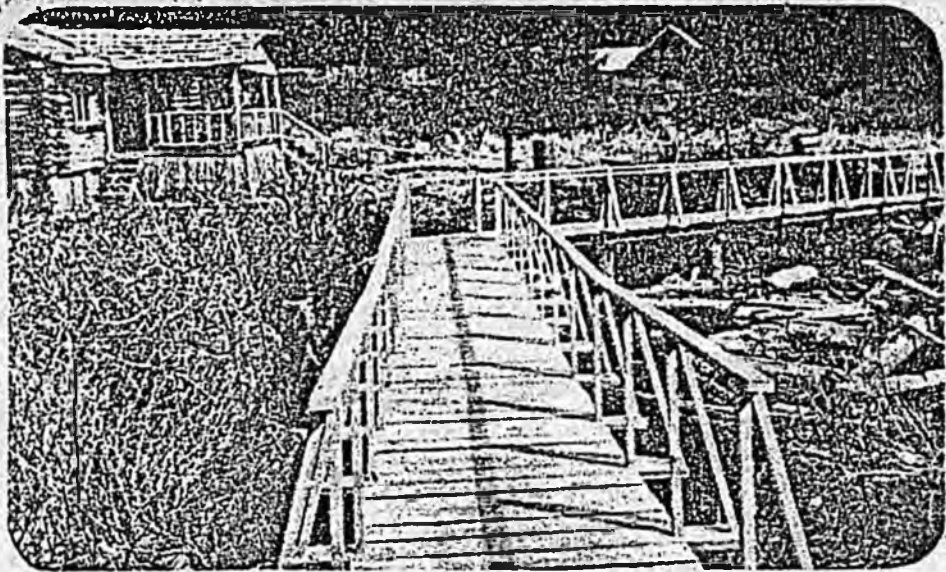
Kasaan, Boardwalk

The purpose of this project was to connect the Village of Kasaan to the boat harbor and airplane float, a distance of approximately 1,000 feet. The existing boardwalk was completely rotten, and injuries had been caused due to people falling through the walk.

It was agreed that the lumber would be purchased from Mr. B.G. Morrison who has a small sawmill on the beach at Kasaan, and that the labor would be performed by local residents.

Work was started August 5th and proceeded by fits and starts until November, when a lack of material halted the project. A lack of lumber halted the project several times, as the mill had a habit of eating up its engines and Mr. Morrison was kept busy looking for replacements. The project lacks about 300 feet of being completed. The remaining material is being acquired from Ketchikan, and the project should be completed soon.

A unique aspect of this project is that the village had no monies available, and the project could not be set up on a reimbursement basis. A bank account was established for the project by the Department so weekly payroll could be handled, and materials purchased. The checks require the signature of a village representative and the Local Service Roads and Trails Engineer. This arrangement has been used several times with satisfactory results.



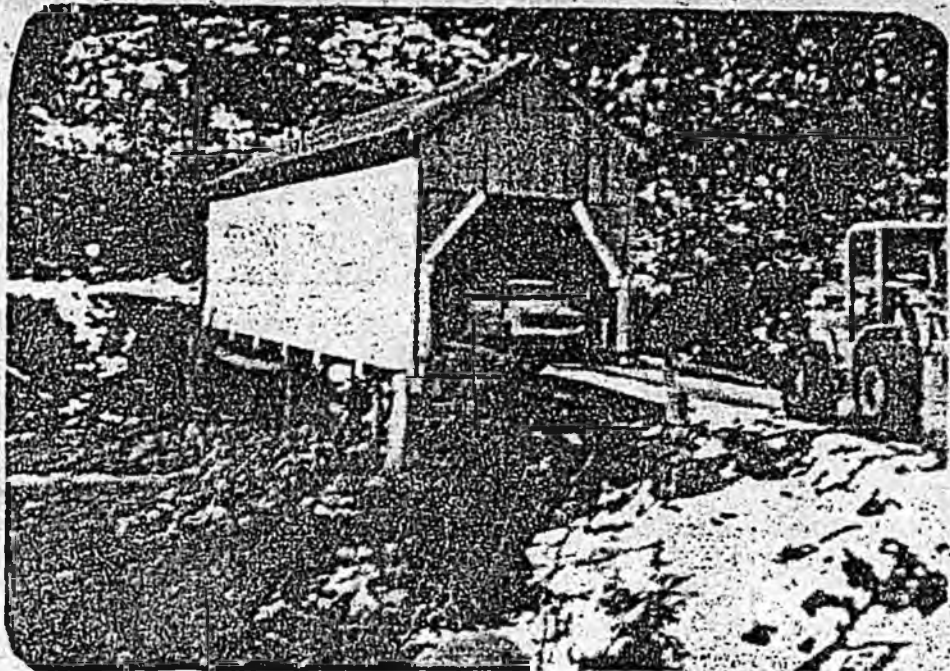
KASAAN VILLIAGE-BRIDGE RECONSTRUCTION

The objective of this project was to reconstruct the Tinkum Creek Bridge, and to redeck the Linkum Creek Bridge. The Tinkum Creek Bridge was constructed under L.S.R. & T. Project C-30019, and was completed on the 29th of September at a cost of \$2,237.23.

The above referenced bridge was destroyed on January 19, 1973 when attacked by drifting logs carried by storm sea wave's generated by 70 mile per hour winds during an 18.5 foot high tide.

A field inspection indicated that the bridge would require relocation above the tidal area, to prevent a reoccurring damage. This was apparent by the presents of log strewn beaches adjacent to the bridge site. Most of the existing bridge lumber could be salvaged and reused in the new structure. The new bridge was relocated 45 feet up stream and paralleling the preceding site.

The grant of right of way easement and petition was signed on the 23rd of February. Construction began on March 25, with the arrival of Dale Henkins, project supervisor, in Kasaan. Alton McAllister, David Peele and Dexter Wallace were hired and work began on the project. The lumber was picked up and delivered to Ketchikan Transportation Company, by Ketchikan maintenance forces. The lumber was inadvertently loaded and shipped to Klawock by the Ketchikan Transportation Company. Klawock Maintenance Forman, Louis Seltzer transported the lumber to Hollis, placing the lumber on the beach. Dale Henkins chartered the seine boat, Glenda Joe, to pick up the lumber in Hollis and delivered it to the Kasaan project. The project was completed on the 4th of April at a cost of \$4,820.00



HYDER — TEXAS CREEK BRIDGE

The Texas Creek Bridge, located 7½ miles north of Hyder, is said to be the last remaining covered bridge in Alaska, and is sought by tourists utilizing the Stewart, B.C. road connection.

The bridge was constructed by the Territorial Road Commission in 1928, and provides the only access to the west bank of the creek.

The winters of 1970 and 1971 badly damaged the main support members of the bridge, and without repairs it was doubtful the bridge could hold up under heavy wind and snow loads of another winter.

At a public meeting held in Hyder in September of 1972, it was agreed to make repairs to the bridge utilizing LSR&T funds. The various companies in Hyder having suitable equipment to perform the work were contacted and requested to furnish rental prices on equipment. Mr. Glen Wilkes of G.W. Logging submitted acceptable prices and was awarded the work.

Temporary repairs took eight days to accomplish. The repairs consisted of placing a 60 foot stringer under the damaged chord and installing three bents. These were reinforced with large boulders and river run from the creek, which also cleared the channel area to allow freer flow. Four sets of cross braces were installed inside the bridge, completing the job.

According to a report from Lawrence Marx, Highway Maintenance Foreman in Hyder, this strengthened the bridge to a point where traffic could utilize the bridge once again.

STATE
of ALASKA

MEMORANDUM

TO: Charles D. Karelia
State LSR&T Engineer
DOT/PF
Headquarters/Juneau

DATE: November 24, 1982

FILE NO:

TELEPHONE NO: 443-5266

FROM: Jeffrey S. Chandler *JSC*
Acting LSR&T Manager
DOT/PF
Interior Region/Nome Residency

SUBJECT: LSR&T Program In Rural Communities

In response to your enquiry regarding the involvement of the Local Service Roads and Trails Program in rural communities of Western Alaska, and the attitudes held by the rural communities towards the Program, I offer the following information.

The LSR&T Program generally has been highly regarded and supported by the bush communities. The underlying reasons for this are as follows:

I. LOCAL PRIORITIES

The City Council of each community sets the priorities for local service projects needed in that community.

This process insures the Program's responsiveness to local needs. Within the limits of available funding, a community may designate access roads, local streets, bridges, boardwalks, or trail repairs for inclusion under the Program. Since LSR&T is primarily a reimbursement program, the local governing body may start construction as soon as a Project Agreement is approved and materials or equipment available, and is then reimbursed periodically for expenses. For larger heavy construction projects utilizing State equipment or a private contractor, costs are generally paid directly by the State.

II. LOCAL INVOLVEMENT

The local community has direct input into all phases of each project, from planning through construction.

The scope of the project selected is determined by the City Council, within the limits of sound engineering principles. For locally constructed projects, flexibility is preserved through the construction phase, allowing alterations to accommodate local concerns which may not have been anticipated initially. Although LSR&T administers the project, it is basically a community enterprise in which the community shares responsibility. Through cooperative effort the State provides a helping hand rather than a hand-out. A completed project becomes a source of pride for residents of a rural community because they were integrally involved in creating the end product.

III. LOCAL HIRE

Locally hired crews are employed to construct most rural LSR&T projects.

With labor intensive projects such as boardwalks and trail construction, the crew is hired locally by the local governing body which also appoints a local foreman.

Day to day operations of small scale heavy construction projects involving local equipment are also handled by a local foreman. On larger heavy construction projects involving State equipment, LSR&T may provide a foreman and/or a heavy-duty mechanic, while the construction crew is hired locally. In the event the local labor pool is exhausted, workers are generally sought from neighboring villages. The primary exception to this procedure occurs when a project has been let to contract, where hiring is done by a contractor whose policies generally tend to be more restrictive than those of local managers.

IV. LOCAL TRAINING

Training of local residents in new skills is necessary for most remote LSR&T road projects.

It is unusual to find the required number of qualified equipment operators and truck drivers locally available for the typical local road construction project. Training is therefore provided by an LSR&T representative or designated foreman and mechanic. Emphasis is placed on proper equipment care and usage, not only for safety reasons, but also to avoid unnecessary downtime. Safety awareness is encouraged through the life of a project in order to reduce the chances for injury or accident. This policy of training employees allows a greater proportion of local residents to obtain jobs than is the case with contractors, who generally require skilled workers for available positions. It also results in an added benefit outlasting the life of the project: a pool of trained workers who may be able to later obtain jobs for which they were previously unqualified.

V. LOCAL EQUIPMENT

Local equipment, public or private, is utilized for heavy construction projects whenever available.

For local road projects, LSR&T encourages the use of locally available equipment: from the local governing body, from DOT/PF, or from other public or private sources, in any combination necessary to perform the work. This practice results in substantial cost savings and production increases for the project, by avoiding the extra costs of mobilizing equipment from outside the community. LSR&T also has its own construction fleet, which is generally moved from project to project on an annual basis to supplement local equipment. In the event that adequate equipment is not available either locally or from LSR&T, and when private enterprise is available, then a project is generally put to contract with a contractor who is preferably already mobilized on site. It should be noted here that due to age and the phase-out of the LSR&T Program, most of the LSR&T equipment fleet will have been exceeded by the end of the year.

VI. REGION WIDE PROJECTS

All local communities in the Nome Residency area are eligible for participation in LSR&T's region-wide projects.

Winter Trail Staking and Shelter Cabins are two projects in which most rural communities participate annually. Although a limited amount of funds are available, these are distributed among local communities to help defray the costs of marking trails each winter, and the costs of putting up shelter cabins on the most heavily used trails for the use of the traveling public. A limited number of permanent trail markers are installed each year during Trail Staking. Permanent trail markers could be installed on the 1,400 miles of primary overland

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Technical support services are provided to each project in proportion to the demands of the project and the needs of the community.

Engineering, supervisory, mechanical expertise, and expediting services are available for each LSR&T administered project. Where sufficient local initiative, labor, and expertise is available, periodic visits of the LSR&T Engineer is all that is required, resulting in lower administrative charges to the project. For small scale heavy construction projects, LSR&T provides a highly qualified roving heavy-duty mechanic, who periodically visits each project as needed to assist the local foreman in handling complex emergency mechanical repairs. For larger scale projects, the LSR&T Engineer or designated representative may direct the project and provide experienced foreman and qualified heavy-duty mechanic for the duration of the work. The key to this approach is flexibility: the fewer the resources of a local community, and/or the more complex the nature of the project, the greater the level of direct assistance provided, and vice-versa.

VIII. ADMINISTRATIVE SUPPORT

Most rural communities need some administrative support to keep their projects from bogging down.

This applies to a majority of local development projects involving local administration, whether funded through LSR&T, special legislative appropriations expended through LSR&T, or direct legislative grants to the villages. This need can be met by consulting engineering firms and contractors where funds are sufficient. However, for smaller projects a little common sense advice and direction is frequently all that is required, rather than a costly and lengthy study which doesn't help the local governing body with the day to day problems associated with doing its own construction projects. Although not mandated to do so, LSR&T has been providing technical information, quantity and cost estimates, and alternative recommendations to villages seeking guidance for the application of their direct grants for new construction equipment, new equipment storage buildings, and local transportation-related construction projects. The Nome office has handled seventeen such calls from different villages in the last five months.

IX. SUMMARY

Given the limits of available funding for rural areas, the LSR&T Program has made some substantial contributions in helping local communities to meet their own transportation needs. By and large, remote communities have not requested advanced development projects. Basic projects have been the rule, providing boardwalks, access roads, or streets for the community, frequently for the first time. Additionally, the Program has received strong support from the Bering Straits and NANA Regional Native Corporations, in the form of streamlined permit procedures, free use materials, and expedited right-of-way reconveyance agreements. Finally, the LSR&T Program has retained the flexibility to fund those projects requested by villages which have not been addressed through the legislative process under line-item appropriations or specific grants. Hopefully this information will assist in the evaluation of the LSR&T Program as it has functioned in the Nome Residency, and contribute to the formation of a policy or program through which rural communities may continue to receive State support in alleviating their transportation problems.

MEMORANDUM

State of Alaska Department of Transportation & Public Facilities

TO: C.D. Karella
State LSR&T Engineer
Juneau

DATE: November 15, 1982

FILE NO:

TELEPHONE NO:

FROM: D.S. Ronken *DR*
LSR&T Engineer
Fairbanks

SUBJECT: LSR&T Program

In response to our telephone conversation of 11/5/82, I have informed J. Chandler at Nome to supply you with the information you requested regarding the LSR&T Program in the bush communities.

I have been in contact with the local governments and the comments received from them regarding the LSR&T Program are as follows:

Since local roads and streets are always in need of improvement the local governments would like all the funds they can possibly obtain for roadway construction.

The local governments without road powers feel that the DOT/PF has too much control over the funds. They object to some of the conditions stated in Section "C" of the project agreement.

The local governments however, do like the flexibility of the Program, i.e.:

- 1) Various types of construction that can be funded
- 2) Project funding can be changed to cover overrun, providing funds remain in their allocations
- 3) LSR&T Construction Program submitted (priority list) can be changed, if for some reason the local needs change

Some local governments in the Fairbanks area feel that the manner in which funds are allocated based on population by the latest federal census should be changed. With the population in the Fairbanks area increasing every year and the allocation based on the latest census of 1980 which has been questioned by the local government, they feel the present system leaves much to be desired.

In summary, the local governments like the program and would like to see it refunded. The funds obtained through the LSR&T Program are not sufficient to cover the road improvement needs, but all funds that can be obtained to improve the local transportation system will be accepted by the local governments providing the conditions for its acceptance do not change.

MEMORANDUM

State of Alaska

TO: Charles Karella
State LSR&T Engineer
Highways Design and Construction

DATE: November 23, 1984

FILE NO: 245C-2519

TELEPHONE NO: 266-1542

FROM: Robert L. Haneline *RPH*
Central Regional
LSR&T Engineer

SUBJECT: LSR&T Program
Justification &
Impacts

In presenting an overview of the existing LSR&T program and its possible future direction the following is offered for consideration.

There is a subtle but potentially significant change underway in the thinking regarding the pending phase-out of the LSR&T program. Many people are increasingly considering as realistic the possibility that the proposed phase-out of the LSR&T program might take place. This was apparent at a number of meetings just completed in Anchorage (State Planners Meeting), Fairbanks (Municipal Leagues Meeting), Kotzebue (Traditional Council Presidents Meeting) and Bethel (Traditional Council Presidents Meeting) where the attitude was one of apprehension and concern.

As the realities of the program possibly being abandoned come closer, it is apparent there is a need to address some of the significant impacts of the program not being available.

It has become increasingly apparent, and properly so, that a lot of the "bush" needs cannot be addressed by the State C.I.P. program. Smaller projects are required to compete with larger projects for available funding resources on a regional basis, severely limiting their chances for funding. The mechanisms of a lot of the smaller communities to supply the necessary expertise are limited due to isolated conditions and communication problems. Most "bush" communities do not have the internal resources to help themselves, and often lack the technical background to effectively determine if they are getting what they pay for. Even if given direct grants, use of the monies may not be maximized due to the lack of knowledge on how to best utilize existing resources to efficiently accomplish set goals. This is nourishing doubt as to the direction being taken and is evident to the obvious appeal the LSR&T Program has to a broad popular support.

As the State has a sizable responsibility to "bush" communities, it seems appropriate that the State give some attention to identifying ways in which this commitment to smaller communities will reap the highest return.

A productive example of effective channeling of State funds into "bush" communities is the LSR&T Program. There are many ways in which the State and "bush" communities, alike, have benefited from the creation of the LSR&T Program, where the attitude toward community improvements is that of participation and self-help rather than that of being subsidized at someone else's expense, something not to be considered as the primary purpose or intent of the program, but only mentioned here as it serves to reflect on another positive factor to be contemplated when evaluating the importance of the LSR&T program.

The LSR&T Program may not ~~be~~ represent the total solution to providing for the needs of the "bush" communities, but it is certainly a step that provides economics of scale where other programs cannot provide the same end results for the dollars available. Admittedly, there are some problems with the program, but no one can deny the great benefits of the program. What the LSR&T Program expresses and provides is a sensitivity to "bush" needs, an opportunity for "bush" communities to recognize and fulfill the responsibilities of their communities and to directly contribute to the construction of their transportation needs. This direct involvement instills a sense of community pride in the work accomplished, which normally results in greater care being exercised in the general treatment of the finished construction product. The LSR&T Program provides the necessary link between the State's investment in terms of monies spent and in terms of meeting "bush" transportation needs that might not otherwise be met.

It is felt the LSR&T Program, being the small State Section that it is, accomplishes positive results for the State for a minimal investment compared to larger programs with higher overhead costs.

The present portfolio of the LSR&T Section of the Department of Transportation and Public Facilities consists of hundreds of projects totaling millions of dollars. These projects vary in scope from simple boardwalk and footbridge projects to massive, multilane, arterial highway systems. This project versatility is a reflection of the flexibility developed by members of the LSR&T staff which, balanced against the "bush" needs, succeeds in effectively accomplishing set goals.

None of this is to suggest the LSR&T Program is beyond reproach. But only to say that a great deal of energy and money have been invested in the development of the LSR&T Program, resulting in the efficient workable program it is today. To abandon a program that fills needs that otherwise may not be met seems contrary to the best interest of the State. It is plain that awareness and open minds are required in the final decision making process.

Alaska State Legislature

SENATOR
H. PAPPY MOSS
P.O. BOX 182
DELTA JUNCTION, ALASKA 99737
9071895-4384



WHILE IN JUNEAU
POUCH V
JUNEAU, ALASKA
99811
9071465-4521

State Senate

MEMORANDUM

Date: February 9, 1983

Subject: Some DOT/PF Correspondence Concerning the Local Service
Roads and Trails Program

To: Committee Members
Senate Transportation Committee

From: Senator H. Pappy Moss, Chairman,
Senate Transportation Committee *HPM*

Please find attached three pieces of correspondence included to provide some documentation on the position of DOT/PF regarding the LSRT program.

The first letter, dated November 24, 1982, is included to illustrate the response given by DOT/PF to local communities requesting funding under the LSRT program. The bracketed portion is highlighted as the relevant text concerning DOT/PF's philosophy toward the program.

The second letter, dated April 16, 1982, is included to provide an example of a local community's response to DOT/PF's attitude toward the LSRT program.

The third piece of correspondence is included to show the positive attitude of DOT/PF field managers toward the program.

STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
Division of Planning and Programming, Interior/Western Region

University Plaza - West, Suite D
600 University Avenue
Fairbanks, Alaska 99701
(907) 479-4284

November 29, 1982

Robert L. Brean
Executive Director
Upper Tanana Development Corporation
P.O. Box 459
Tok, AK 99780

Dear Mr. Brean:

RE: Tok Homesite Tract Road

We are responding to your letter of November 1, 1982 to Mr. Don Ronken, Regional Local Service Roads and Trails Engineer, regarding an access road to Homesite Tract ASL Survey #77-164.

The Department has not requested funding for continuance of the Local Service Roads and Trails Program in recent budget requests, since the functions of this program have been largely supplanted in recent years by the Municipal Grant Program and by line item appropriations added by the legislature to our Departmental request. Determination of projects to be added as grants or line item insertions is a prerogative of the legislature.

This policy has enabled the Department to concentrate its resources on the urgent needs of the regional transportation system, from reconstruction and rehabilitation of the existing major roads and bridges to upgrading essential rural airport runways and lighting systems.

Our statewide transportation needs assessment already includes in excess of four billion dollars worth of needed improvements to the existing system. This tremendous backlog of identified projects coupled with the reduced state revenues now being projected makes it increasingly difficult to include in our budget our priorities for the facility improvements required for inter-community transportation, and certainly precludes us from budgeting for new facilities to service strictly local needs.

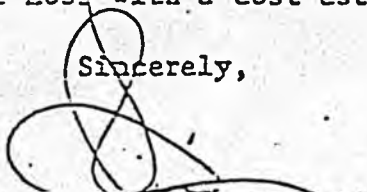
While your request is relatively small and for good purposes, there are far too many local needs of this type in our region for us to make an exception to our policies for your particular request.

November 29, 1982

We would be happy to provide technical assistance, in terms of engineering expertise and cost estimates, but are unable to include an actual funding request in our annual Capital Improvement Program.

Given these situations in relationship to your immediate need, it is suggested that you contact your local legislative contingent to ascertain if they might be willing to include a grant or appropriation for the access road during the coming session. We will be forwarding a copy of your letter to Senator Moss with a cost estimate.

Sincerely,

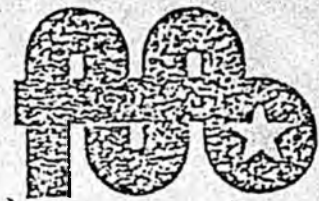


Robert R. Venusti
Director

cc: Senator H. "Pappy" Moss ✓

fairbanks north star borough

p.o. box 1267 520 fifth ave. fairbanks, alaska 99707 907-452-4761



April 16, 1982

Commissioner Bob Ward
State of Alaska
Department of Transportation
Pouch Z
Juneau AK 99811

Dear Commissioner *Bob* Ward:

I am responding to your March 12 letter in which you expressed your plans to phase out the Local Service Roads and Trails program.

I regret that you feel the need for this action, since the LSR&T Program provides a real and an essential service to people in this area. I do understand the impact of this program on your department and the problems which can arise--and have done so--in this regard. I would ask, however, that we first attempt to safeguard these services to the public and attempt to prevent the negative consequences which an abrupt elimination of the program would generate.

Your letter makes several statements with which I cannot concur, at least in regard to the comments on local government.

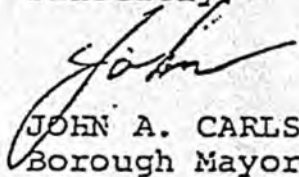
I think we are all aware that the state capital projects funding to local governments, as well as to state agencies, is being drastically reduced this year because of declining revenues to the State of Alaska. The special capital project funds we have received in the last two years have been for one-time activities and were specifically designed not to involve the Borough in expanded program operations.

Consequently, I can assure you that we do not have special funds in reserve which could be called upon to fund phased-out LSR&T activities. I would ask that, in view of the serious consequences which could flow from the elimination of this program, that DOT officials contact

Commissioner Bob Ward
April 16, 1982
Page two

their appropriate Borough counterparts to discuss ways and means by which a mutually beneficial arrangement might be reached, without first taking action that might later result in some harm to the public at large.

Sincerely,



JOHN A. CARLSON
Borough Mayor

/sek

TO Charles D. Karella
State LSR&T Engineer
DOT/PF
Headquarters/Juneau

DATE November 24, 1982

FILE NO

TELEPHONE NO. 443-5266

FROM Jeffrey S. Chandler *JSC*
Acting LSR&T Manager
DOT/PF
Interior Region/Nome Residency

SUBJECT: LSR&T Program In Rural Communities

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This applies to a majority of local development projects involving local administration, whether funded through LSR&T, special legislative appropriations expended through LSR&T, or direct legislative grants to the villages. This need can be met by consulting engineering firms and contractors where funds are sufficient. However, for smaller projects a little common sense advice and direction is frequently all that is required, rather than a costly and lengthy study which doesn't help the local governing body with the day to day problems associated with doing its own construction projects. Although not mandated to do so, LSR&T has been providing technical information, quantity and cost estimates, and alternative recommendations to villages seeking guidance for the application of their direct grants for new construction equipment, new equipment storage buildings, and local transportation-related construction projects. The Nome office has handled seventeen such calls from different villages in the last five months.

IX. SUMMARY

Given the limits of available funding for rural areas, the LSR&T Program has made some substantial contributions in helping local communities to meet their own transportation needs. By and large, remote communities have not requested advanced development projects. Basic projects have been the rule, providing boardwalks, access roads, or streets for the community, frequently for the first time. Additionally, the Program has received strong support from the Bering Straits and KANA Regional Native Corporations, in the form of streamlined permit procedures, free use materials, and expedited right-of-way reconveyance agreements. Finally, the LSR&T Program has retained the flexibility to fund those projects requested by villages which have not been addressed through the legislative process under line-item appropriations or specific grants. Hopefully this information will assist in the evaluation of the LSR&T Program as it has functioned in the Nome Residency, and contribute to the formation of a policy or program through which rural communities may continue to receive State support in alleviating their transportation problems.

TESTIMONY OF
SENATOR FRANK R. FERGUSON
ON SENATE BILL 7 BEFORE THE
SENATE TRANSPORTATION COMMITTEE

SENATE BILL 7 PROVIDES FOR A SUPPLEMENTAL APPROPRIATION TO THE DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES FOR \$10 MILLION FOR THE LOCAL SERVICE ROADS AND TRAILS (LSR&T) PROGRAM.

THE LSR & T PROGRAM IS A PROGRAM OF VITAL IMPORTANCE TO BOTH URRAN AND RURAL COMMUNITIES. THE PROGRAM OFFERS FUNDING FOR CONSTRUCTION OF LOCAL ROADS AND TRAILS THAT ARE NOT ELIGIBLE TO RECEIVE FEDERAL HIGHWAY FUNDING.

LAST YEAR, THE HAMMOND ADMINISTRATION BEGAN A PHASE-OUT OF THE LSR & T PROGRAM. THE DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES HAS STATED PUBLICLY THE REASONS FOR THE LSR & T PHASE-OUT IS DUE TO THE MUNICIPAL GRANT PROGRAM AND LINE ITEM APPROPRIATIONS. THIS EXPLANATION IS LACKING IN SUBSTANCE.

FIRST, LINE ITEM APPROPRIATIONS AND MUNICIPAL GRANTS ARE, IN

MOST CASES, THE SAME THING. WHEN MAKING A LINE ITEM APPROPRIATION TO A COMMUNITY, THE LEGISLATURE DESIGNATES IT AS A MUNICIPAL GRANT. THE MUNICIPAL GRANT PROGRAM IS NOT A PROGRAM FUNDED BY THE LEGISLATURE BUT RATHER A PROCEDURE ALLOWING THE STATE TO CONTRACT WITH LOCAL COMMUNITIES.

SECOND, APPROPRIATIONS TO LOCAL COMMUNITIES BY THE LEGISLATURE HAVE NEVER BEEN SUFFICIENT TO MEET THE EXISTING TRANSPORTATION NEEDS. THE LSR & T PROGRAM HAS ALWAYS BEEN LOOKED UPON BY THE LEGISLATURE AS A WAY TO FUND PROJECTS THE ADMINISTRATION AND LEGISLATURE WERE NOT ABLE TO CONSIDER DUE TO TIME CONSTRAINTS BUT WERE IN NEED OF CONSTRUCTION OR REPAIR IMMEDIATELY.

THE \$10 MILLION SUPPLEMENTAL WILL ALLOW THE DEPARTMENT TO ENTER INTO AGREEMENTS WITH LOCAL COMMUNITIES FOR PROJECTS THAT HAVE BEEN IDENTIFIED AS IN NEED OF FUNDING. BECAUSE OF THE PHASE-OUT, THE DEPARTMENT HAS BEEN TRYING TO CLOSE OUT PROJECTS AND NOT ENTERING INTO CONTRACTS FOR PROJECTS THEY KNOW NEED FUNDING. THE MEMORANDUM IN YOUR PACKETS FROM

SENATOR MOSS INDICATES THAT APPROXIMATELY \$2,818,000 IS AVAILABLE FOR FUNDING THROUGH THE END OF THE FISCAL YEAR. ACTUALLY, THE \$2,818,000 IS COMMITTED BUT NOT UNDER AGREEMENT.

IN THE PAST, DOT HAS RECEIVED \$10 MILLION DOLLARS TO COVER A TWO-YEAR PERIOD FOR THE LSR & T PROGRAM. SINCE THE LSR & T PROGRAM DID NOT RECEIVE FUNDING THIS FISCAL YEAR, THE \$10 MILLION WILL ALLOW THE DEPARTMENT TO ENTER INTO AGREEMENTS FOR NEW PROJECTS THIS CONSTRUCTION SEASON, AND CONTINUE OPERATIONS INTO THE NEXT FISCAL YEAR.

Introduced: 1/18/83
Referred: Transportation
and Finance

Funding Information
General Fund \$10,000,000
Other Funds -0-
\$10,000,000

BY FERGUSON, KERTTULA
AND MOSS

1 IN THE SENATE

2

SENATE BILL NO. 7

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

THIRTEENTH LEGISLATURE - FIRST SESSION

5

A BILL

6 For an Act entitled: "An Act making an appropriation to the Department of
7 Transportation and Public Facilities for local
8 service roads and trails; and providing for an
9 effective date."

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

11 * Section 1. The sum of \$10,000,000 is appropriated from the general
12 fund to the Department of Transportation and Public Facilities for grants
13 for local service roads and trails authorized by AS 19.30.111 - 19.30.251.

14 * Sec. 2. This Act takes effect immediately in accordance with AS 01.-
15 10.070(c).