

HB

101



Unique — even in Alaska!

THE CITY OF WHITTIER

March 31, 1987

APR 6 1987

The Honorable Representative Bette Cato
P.O. Box V
Juneau, AK 99811

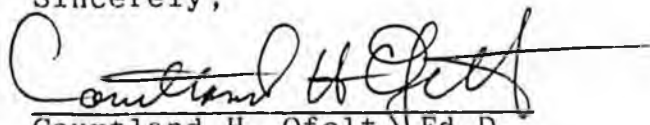
Dear Representative Cato,

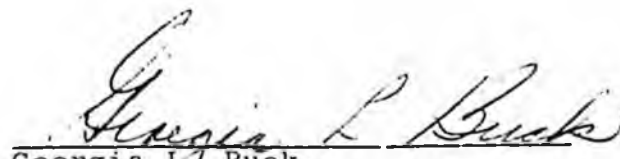
Please extend our warmest greetings to your staff and colleagues. We are submitting this letter for your perusal in lieu of in person testimony on HB 101 while it is in committee.

We perceive this measure to be a first step if you will, in the process of enabling a project of this nature to go forward. At this time, the measure costs us nothing but the energy spent on its consideration in the legislature. It is our strongly held belief that this measure is essential for us to even begin to consider any of the options that have been suggested for improved transportation access from Portage to Whittier. Through this legislation we envision a future project that will be self sufficient with regard to the retirement and all financial obligations.

We believe that sometime in the future a road will be constructed which will serve to connect the last unpaved link between Whittier and Anchorage. This will thereby increase the utility of the Port of Whittier as a freight handling terminal for the entire state by enhancing current rail only operations. It would also add to the convenience of the many visitors from Anchorage who utilize Whittier as the closest access to the recreational opportunities on Prince William Sound. Other benefits would include the impacts that would be felt by the fishing industry in western Prince William Sound and the flexibility that could be enjoyed by the tourism industry in their scheduling through this Port.

Sincerely,


Courtland H. Ofelt, Ed.D.
City Manager


Georgia L. Buck,
Mayor



Alaska State Legislature

House of Representatives

Committee on Transportation



Rep. Bette Cato, Chairman

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

April 1, 1987

FOR TODAY'S MEETING YOU HAVE:

A FOLDER ON HB 196 THAT INCLUDES:

- * a copy of HB 196
- * an amendment offered by the Dept. of Commerce & Economic Development
- * a fiscal note from the Dept. of Commerce
- * a copy of the statutes impacted by HB 196
- * a sectional analysis

A FOLDER ON HB 101 THAT INCLUDES:

- * a copy of HB 101
 - * a sectional analysis
 - * a fiscal note and position paper from DOT/PF
 - * a copy of the statutes impacted by HB 101
 - * a letter of support from the City of Whittier
 - * a resolution from the Alaska Municipal League
 - * a newspaper article
 - * a map of the proposed toll road
- report on the DOT/PF capital project cleanup

*File 101
in folder*

Alaska State Legislature

House of Representatives

Committee on Transportation



Rep. Bette Cato, Chairman

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

February 26, 1988

TO: Senate Transportation Committee Members

FROM: Representative Bette Cato *BC*

SUBJECT: HB 101

I have reviewed the proposed committee substitute for CSHB 101 and I am happy with the changes.

Essentially, the proposed changes would allow ANY state toll facility to be constructed provided the conditions in AS 37.15.730 are met. Originally, HB 101 required Knik Arm Crossing and the Whittier Toll road be the first state toll facilities constructed.

Thank you for considering CSHB 101.

Original sponsor: Cato

IN THE HOUSE

BY THE TRANSPORTATION COMMITTEE

SENATE CS FOR CS FOR HOUSE BILL NO. 101 (Transportation)

IN THE LEGISLATURE OF THE STATE OF ALASKA

FIFTEENTH LEGISLATURE - SECOND SESSION

A BILL

For an Act entitled: "An Act relating to state toll facilities."

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

* Section 1. AS 19.05.040(11) is amended to read:

(11) establish, levy, and collect tolls, fees, charges, and rentals for the use of state roads, highways, bridges, tunnels, crossings, and causeways; and

* Sec. 2. AS 37.15.720 is amended to read:

Sec. 37.15.720. STATE TOLL FACILITIES. The state is authorized to acquire, construct, equip, and maintain toll bridges, tunnels, highways, roads, crossings, and causeways found to be necessary by the commissioner of transportation and public facilities.

* Sec. 3. AS 37.15.730 is amended to read:

Sec. 37.15.730. REVIEW OF TOLL FACILITY PROJECTS [KNIK ARM CROSSING]. A toll facility may be financed under AS 37.15.610 - 37.15.760 [NOTWITHSTANDING THE PROVISIONS OF AS 37.15.720 THE FIRST STATE TOLL FACILITY TO BE FINANCED UNDER AS 37.15.610 - 37.15.760 IS THE KNIK ARM CROSSING NEAR ANCHORAGE] if the following conditions are met for that toll facility:

(1) the department submits to the governor and the legislature a feasibility study that finds that the toll facility [CROSSING] is financially feasible and able to produce revenue adequate to repay the bonds with which it is financed;

(2) if financing in addition to revenue bonds is required to finance the toll facility [ANTICIPATED], the department submits to

the governor and legislature a finance plan that includes [TO INCLUDE] an estimate of the total cost of the toll facility [PROJECT] and a description of the sources of money that will be used to finance the total cost of the toll facility [PROJECT]; and

(3) the office of management and budget reviews the feasibility study and the finance plan, if required, and reports its findings and recommendations to the governor and legislature not later than 90 days after the study and plan are received by the office.

* Sec. 4. AS 37.15.760(7) is amended to read:

(7) "toll facilities" means highways, roads, bridges, tunnels, crossings, and causeways upon which tolls, charges, rentals, or other user fees are placed by the commissioner of transportation and public facilities.

Original sponsor: Cato

1 IN THE HOUSE BY THE FINANCE COMMITTEE
2 SENATE CS FOR CS FOR HOUSE BILL NO. 101 (Finance)
3 IN THE LEGISLATURE OF THE STATE OF ALASKA
4 FIFTEENTH LEGISLATURE - SECOND SESSION
5 A BILL
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26 is financially feasible and able to produce revenue adequate to repay
27 the bonds with which it is financed;
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3 description of the sources of money that will be used to finance the
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11 tunnels, crossings, and causeways upon which tolls, charges, rentals,
12 or other user fees are placed by the commissioner of transportation
13 and public facilities.

14 * Sec. 5. The Department of Transportation and Public Facilities shall
15 construct the Copper River highway as a toll facility ^{in accordance with} ~~if~~ federal dis- **Sec. 37.15.73**
16 cretionary highway bridge funds are authorized by the federal government
17 for the reconstruction and repair of the Million Dollar Bridge over the
18 Copper River and the approaches to the bridge.



Alaska State Legislature

SENATE

Official Business

May 8, 1988

P.O. Box V
State Capitol
Juneau, Alaska 99811

MESSAGE TO THE HOUSE

MR. SPEAKER

The Senate has passed CS FOR HOUSE BILL NO. 101 (FIN)
with the following amendments:

SENATE CS FOR CS FOR HOUSE BILL NO. 101 (Finance) *am S*
"An Act relating to state toll facilities."

Amendment No. 1 By Jones and Coghill

Page 2, line 15: After "facility"

Insert "in accordance with Sec. 37.15.730"

and is returning for consideration.

Certify:

Nancy Quinto
Nancy Quinto
Senate Secretary

Under Rule 43(b) of the Uniform Rules, engrossment was
waived and certified copies of the amendment is above.

FISCAL NOTE

REQUEST:

Revision Date: _____ Agency Affected: State Bond Committee
 Title: State Toll Facilities BRU: _____
 Sponsor: Senate Finance Components: _____
 Requestor: Senate Finance

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
OPERATING						
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LANDS & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS		1000.0	2000.0	2100.0	2100.0	2100.0
TOTAL OPERATING		1000.0	2000.0	2100.0	2100.0	2100.0
CAPITAL						
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER		1000.0	2000.0	2100.0	2100.0	2100.0
TOTAL						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: Attach a separate page for analysis.

Prepared By: Milt Barker MB
 Division: Treasury

Phone: 465-2350
 Date: May 3, 1988

Approved by Commissioner: Hugh Malone
 Agency: Department of Revenue

Date: 5/2/88

Distribution (by preparer):

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

SCS CS HB 101 (Finance)
Fiscal Note Analysis

The following amounts of debt service on \$22,000,000 of toll facilities revenue bonds assume a 30 year maximum maturity and an average interest rate of 9 percent:

<u>Fiscal Year</u>	<u>Fund Source</u>	
	<u>Toll Facilities Construction Fund</u>	<u>Toll Facilities Revenue Fund</u>
1989	\$1,000,000	0
1990	2,000,000	0
1991	1,000,000	\$1,100,000
1992		2,100,000
1993		2,100,000

The amounts paid from the Toll Facilities Construction Fund are capitalized interest (interest during construction). Total debt service to maturity (including capitalized interest) would be approximately \$68 million.

Up to \$6.5 million of the bond proceeds might be required for capitalized interest, a debt service reserve fund of \$2.1 million, and issuance costs. This would leave \$15.5 million available for construction costs.



April 9, 1987 APR 14 1987

The Honorable Bette M. Cato
Alaska State Legislature
P. O. Box V
Juneau, Alaska 99811

Dear Madam:

This is to convey Chugach Alaska Corporation's support for the passage of House Bill 101 amending Alaska Statutes 19 and 37 to provide for the establishment the Whittier Toll Road. The road will greatly enhance access not only to the existing community at Whittier but also to Passage Canal and the Prince William Sound. The corporation owns approximately 450 acres west of town where it is planning to develop its recreation and tourism resources.

The State's long standing interest in the project is attested to by its formal reports and correspondence with the City of Whittier dating from the late sixties to the present. The latest study has identified several feasible options which can be financed either entirely through a toll-related revenue bond or through a combination of the toll bonding and outside capital. The passage of this bill into law this year will coincide well with the further analysis of the final options and other land use planning that is planned in the area.

The progress of this bill is critical for the well being of the south-central region's tourism and recreation economy. The Prince William Sound Tourism Coalition, of which CAC is a member, is beginning its second year of guiding the development of the area's recreational resources into a condition that will accomodate a world class visitor experience.

Thank you for your work on this important bill. If we can assist you further on this matter, please do not hesitate to contact us.

Sincerely,

CHUGACH ALASKA CORPORATION

A handwritten signature in cursive script, appearing to read "Keith Gordaoff".

Keith Gordaoff
Chief Executive Officer

KG: jc



CC: The Honorable Georgia Buck, Mayor
City of Whittier

The Honorable Jan Faiks, President
Alaska State Senate

The Honorable Steve Cowper, Governor
State of Alaska

HOUSE BILL 101 - AN ACT RELATING TO STATE TOLL
FACILITIES.

~~THE CITY OF WHITTIER HAS EXPERIENCED TREMENDOUS GROWTH SINCE
ITS DEVELOPMENT DURING WORLD WAR II. WHEN YOU CONSIDER THE
MANY BENEFITS THAT A CITY LIKE WHITTIER COULD PROVIDE NOT ONLY
TO THE CITY AND LOCAL RESIDENTS, BUT TO THE STATE AS A
WHOLE I THINK YOU WILL AGREE THAT ANY INVESTMENT MADE TOWARD
THE FUTURE GROWTH AND DEVELOPMENT OF THE CITY OF WHITTIER
WOULD BE VERY ADVANTAGEOUS TO THE STATE OF ALASKA.~~

THE POPULATION OF WHITTIER IS 362. THIS NUMBER INCREASES TO
OVER 900 HUNDRED DURING THE SUMMER MONTHS. THERE ARE OVER
QUARTER MILLION TOURISTS VISIT THE CITY OF WHITTIER EACH YEAR
BY SHIP OR VIA THE ALASKA RAILROAD.

THIS IS A CITY THAT HAS AN IDEAL LOCATION. CURRENTLY ONE CAN
TAKE A 35 MINUTE TRAIN RIDE FROM PORTAGE TO WHITTIER,
APPROXIMATELY 11 MILES. WITH THIS CLOSE PROXIMITY TO
ANCHORAGE MANY ANCHORAGE RESIDENTS MOOR THEIR BOATS AT ONE
OF THE 340 BOAT SLIPS AVAILABLE IN WHITTIER. THIS NUMBER
COULD BE INCREASED DRAMATICALLY IF MORE SLIPS WERE AVAILABLE
AS WHITTIER CURRENTLY HAS A WAITING LIST OF OVER 400 PEOPLE.
WHEN WE CONSIDER THAT HERE LIES A COMMUNITY THAT NOT ONLY
OFFERS TOURISTS THE OPPORTUNITY TO SEE SOME OF THE MAGNIFICANT
BEAUTY ALASKA HAS TO OFFER BUT, WHITTIER IS IDEALLY LOCATED TO
PROVIDE ALASKA WITH ONE OF THE MAJOR PORTS FOR INTERNATIONAL
TRADE. WITH THE ALASKA RAILROAD PROVIDING CONTINUAL SERVICE
FROM WHITTIER TO ANCHORAGE AND, THE POSSIBILITIES OF
DEVELOPING THE PORT AND HARBOR AREAS IN WHITTIER THE BENEFITS
TO SHIPPERS AND FREIGHT COMPANIES ARE OBVIOUS.

THERE IS ONE BIG HURDLE TO OVERCOME IF THE POTENTIAL OF THE CITY OF WHITTIER IS TO BE TRULY REALIZED. ACCESS

HB 101 HELP TO OVERCOME THIS MAJOR PROBLEM BY PROVIDING THE DEPARTMENT OF TRANSPORTATION THE AUTHORITY TO CONSTRUCT A TOLL ROAD TO THE CITY OF WHITTIER. THE TOLL ROAD WOULD BE CONSTRUCTED UTILIZING EXISTING STRUCTURES.

HB 101 STATES THAT THE WHITTIER TOLL ROAD WILL BE THE FIRST STATE TOLL FACILITY FINANCED IF THE FOLLOWING CONDITIONS ARE MET:

1. THE DEPARTMENT SUBMITS TO THE GOVERNOR AND THE LEGISLATURE A FEASIBILITY STUDY THAT FINDS THAT THE PROJECT IS FINANCIALLY FEASIBLE AND ABLE TO PRODUCE REVENUE ADEQUATE TO REPAY THE BONDS WITH WHICH IT FINANCED.
2. IF FINANCING IN ADDTION TO REVENUE BONDS IS ANTICIPATED THE DEPARTMENT SUBMITS TO THE GOVERNOR AND LEGISLATURE A FINANCE PLAN THAT INCLUDES AN ESTIMATE OF THE TOTAL COST OF THE PROJECT AND THE SOURCES OF MONIES THAT WILL BE USED TO FINANCE THE TOTAL COST OF THE PROJECT.
3. THE OFFICE OF MANAGEMENT AND BUDGET REVIEWS AND RECOMMENDS TO THE GOVERNOR THE FEASIBILITY OF THIS PROJECT.

WHILE HB 101 WILL GREATLY BENEFIT BOTH THE CITY OF WHITTIER AND THE STATE OF ALASKA BY PROVING ACCESS TO THE CITY OF WHITTIER, THIS BILL DOES NOT DRAMATICALLY CHANGE THE EXISTING STUTUES. AS YOU WILL SEE IN YOU FOLDERS THE

STATUTES CURRENTLY PROVIDES FOR THE TOLL ROAD TO BE
CONSTRUCTED FOR THE KNIK ARM CROSSING.

I FEEL THAT IF WE ARE TO CONTINUE TO PURSUE TO ECONOMIC
GROWTH AND DEVELOPMENT OF THIS STATE AND, CONTINUE TO
WORK TOWARD INCREASING TOURISM WE NEED TO SUPPORT LEGISLATION
THAT WILL WORK TOWARD THESE GOALS.

THANK YOU FOR LISTENING TO ME.

HOUSE COMMITTEE REPORT

Date referred: 2/2/87

FURTHER REFERRALS: Finance

DATE: April 1, 1987

The Transportation Committee has considered HB 101

"An Act relating to state toll facilities."

RECOMMENDS:

- replace with _____ the same title
- attached amendment(s) a new title
- do pass
- do not pass
- no recommendation
- individual recommendations
- additional referral to the _____ Committee

ADOPTS: _____ letter of intent

ATTACHES NEW FISCAL NOTE(S):

- fiscal impact same as previous fiscal note published _____
- zero fiscal note same as previous zero fiscal note published _____
- zero with analysis

SIGNING DO PASS:

[Handwritten signatures]

SIGNING OTHER RECOMMENDATIONS:

[Handwritten signature]

 Chairman's signature



Official Business

COMMITTEE:

House Transportation Committee

DATE: April 1, 1987

SIGN-IN

Subject of meeting:

HB 196: Air Carriers Regulations

*HB 101: "An Act relating to state toll facilities."

NAME <small>Please include title</small>	ADDRESS <small>Please use full address. Please include zip.</small>	PHONE	REPRESENTING	DO YOU WANT TO TESTIFY?
<i>LOBBYIST</i> Road Stops	Box 1211 Juneau, 911	536-3340	AACTA	Yes
Back Bear	Box D Juneau	465 2504	DCEIO	Yes

* indicates first public hearing