

HB

133

SPONSOR STATEMENT

SSHB 133

An Act relating to the Alaska transportation system and local review of public projects.

The life and vigor of a community depends on a transportation system that meets the needs of its citizens. Master transportation plans that sacrifice the character of communities and neighborhoods solely in favor of highways and motor vehicles do not serve the people.

In 1991, the U.S. Congress adopted revolutionary changes to the way federal highway funds are allocated and spent by state and local governments. The Intermodal Surface Transportation Efficiency Act (ISTEA) mandates broader citizen involvement in the transportation planning process. Also, for the first time, state and local transportation agencies are free to use federal highway funds for bus and rail transit and even trails and bike paths.

The purpose of HB 133 is to give all Alaskans greater input into planning and implementing transportation projects in their communities.

SSHB 133

- would draft a state transportation policy that reflects the goals of ISTEA and maximizes citizen involvement.
- would encourage the Legislature to provide 35% of federal highway funds to local governments for projects in their areas and 1% of federal highway planning money to local public and non-profit planning organizations.
- would require that every local transportation project funded by the Department of Transportation be reviewed and approved by local governments and regional citizens' advisory councils.

Alaska receives almost \$200 million per year in federal highway funds. About \$5 million is specifically earmarked for transportation planning. It is time to enhance local participation in planning the future of the Alaska transportation system.

SECTIONAL ANALYSIS

SSHB 133

An Act relating to the Alaska transportation system and local review of public projects.

The purpose of this legislation is to enhance local communities' ability to affect the state transportation planning process and to meet the transportation goals and objectives of Alaskans.

Sec. 1

- **First priority of the Department of Transportation is defined as the operation and maintenance of existing state system.**
- **The department should incorporate "northern design" technologies in planning and construction when practicable.**
- **Pedestrian, bicycle and other individual transportation modes should be incorporated as part of projects whenever practicable.**

Sec. 2

- **The department would have to annually report the estimated amount of federal funds it expects to receive and the amount of required state match.**
- **The annual report would include:**
 - progress made in achieving goals, obstacles encountered,**
 - status of approved or funded specific projects,**
 - status of non site specific projects or programs,**
 - the amount expended for each type and category of project in each borough and the unorganized borough,**
 - the nature and extent of deferred maintenance, and**
 - the manner and degree of success in meeting requirements and goals of federal transportation programs including the management systems defined in ISTEA.**
- **Based on the department's fiscal report, the Legislature could appropriate 35% of that total to boroughs or unified municipalities or to municipalities in the unorganized borough for local transportation projects.**

- When estimating project costs, the department would have to include "complete and true costs"-- construction, operation and maintenance over a 10-year period and the potential social and land-use costs.
- The department could make transportation planning grants to municipalities, villages, or nonprofit transportation planning organizations. The Legislature may appropriate 1% of federal and state match highway funds for this purpose.

Sec. 3

- Plans for transportation projects would have to be submitted for review to local municipalities, village councils and community councils.
- Municipalities and village councils would have to approve local state transportation projects.

Sec. 4

- Governor's waiver of local planning authority approval would be limited to non-transportation projects.

Sec. 5

- A State transportation policy would be established that includes strong economic, social and environmental principles, emphasizes efficiency and accountability, and provides for optimum local input and control.

Sec. 6

- Four regional citizen advisory councils--southeast, southcentral, northern, and western--would be established.
- The councils would report to the commissioner on the department's procedures for fulfilling its public involvement obligations under the federal Intermodal Surface Transportation Efficiency Act (ISTEA) and state law.
- The Commissioner would be required to inform the councils of reasons for not following their recommendations regarding planning and public involvement.

Sec. 7

- The department's long-range transportation plan would have to include:

- Comments and recommendations of the **citizen advisory councils** would be considered when developing the plan.

Sec. 8

- Public hearings of the **citizen advisory councils** would be part of the review and evaluation of the transportation plan.

Sec. 9

- Added to the 21 ISTEA planning requirements would be:

strategies to improve roads that support rural economic growth and tourism development, renewable resource management and multipurpose land management practices;

concerns of Alaska Native organizations.

- All projects and programs would require a **specific appropriation** by the Legislature.

- After July 1, 1997, no project or program could be included that had not been subject to review by a **regional citizen advisory council**.

COPPER COUNTRY ALLIANCE
HC60 BOX 306T
COPPER CENTER, ALASKA 99573
(907)822-3644

April 25, 1995

House Transportation Committee
c/o Representative Gary Davis
State Capitol
Juneau, AK 99801

Re: HB 133 (Alaska Transportation System & Local Review)

For the Record

Dear Committee Members:

I will be unable to participate in your public teleconference on this bill, but I would like to offer the following comments on why I like HB 133:

--It requires DOT to report to you the full costs of proposed transportation projects. Time and again in rural Alaska, we see road projects proposed without any consideration given to who will build and maintain outhouses for the road users, who will haul away the trash, and how funds will be provided for increased trooper and emergency medical services.

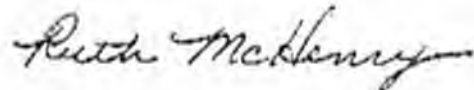
--It sets forth (Sec. 44.42.015) a sound state transportation policy.

--It incorporates (in Sec. 44.42.050) ISTEA's 23 planning factors. Each one of these factors makes good sense. Incorporating them into state law serves as an additional reminder to all of us--DOT, the legislature, the general public--to apply them.

Thank you for providing the public with the opportunity to discuss this bill by teleconference.

Sincerely,

COPPER COUNTRY ALLIANCE



Ruth McHenry, Treasurer

by FAX to (907)465-3835



Meet your neighbors ...

The Anchorage Trails and Greenways Coalition
1663 "H" Street, Anchorage, Alaska, 99601

April 25, 1995

Honorable Gary Davis, Chair
House Transportation Committee
Juneau, Alaska 99801

Dear Representative Davis:

The Anchorage Trails and Greenways Coalition is writing to comment in support of House Bill 133. We urge you to become a co-sponsor with your colleague Representative Kay Brown.

The Anchorage Trails and Greenways Coalition is an up and coming group of individuals and businesses organized just over a year ago to 1) encourage development of trails and greenways, 2) encourage local government to join in true partnership with its citizenry in make decisions that affect non vehicular travel, 3) advocate for appropriate northern design of trails and roads, so for example, trails aren't obligatory after thoughts that become non-functional in the winter, and 4) diversify our community's economic base by creating a more inviting, livable and prosperous city in summer and winter.

HB 133 will facilitate a local community's ability to affect the decisions that are being made for that community, especially as regards transportation. Transportation design greatly affects how a community is remembered by visitors, and how it will grow and survive.

By prioritizing bicycle, pedestrian, snowmobile, and other individual transportation modes into transportation projects, we will create communities that better serve all their residents. By enacting this legislation you are recognizing and institutionalizing the right of local citizens to carry weight in the decision making process. You are allowing the citizens to participate in identifying as well as funding the complete and true costs of transportation construction, operation and maintenance.

Thank you for the opportunity to comment.

Sincerely,

Ron Crenshaw, Chair
Anchorage Trails & Greenways Coalition, Inc.



Alaska State Legislature

Please enter into the record my testimony to the HOUSE TRANSFORMATION
committee name

committee on HB 133 , dated APRIL 26, 1995
bill/subject

THANK FOR THE OPPORTUNITY TO TESTIFY ON HB 133, AS I AM NOT SURE I WILL BE AVAILABLE TO TESTIFY VERBALLY. I AM PREPARING THESE BRIEF WRITTEN COMMENTS.

(KIB)
THE KODIAK ISLAND BOATWORKERS SUPPORTS THE CONCEPTS CONTAINED IN HB 133. THE KIB WAS AN ACTIVE PARTICIPANT IN THE PROPOSED REGIONAL TRANSFORMATION PROGRAM THROUGH ITS FORMER DISTRICT COMMISSIONER FRANK TURKO. WE BELIEVE HB 133 PROMOTES SOME OF THE SAME IDEAS OF LOCAL INVOLVEMENT AS PROVIDED FOR IN THE PROPOSED REGIONAL TRANSFORMATION PROGRAM.

WE UNDERSTAND THERE IS SOME CONCERN ABOUT IMPLEMENTING REGIONAL COUNCILS AS PROPOSED IN HB 133. FOR YOUR INFORMATION THE LEGISLATIVE REGION HAS A REGIONAL TRANSFORMATION PLANNING GROUP THAT COULD EASILY BE MODIFIED TO MEET THE REQUIREMENTS OF HB 133. THIS GROUP HAS BEEN SUPPORTED BY BOTH THE CITY OF KODIAK AND THE KODIAK ISLAND BOATWORKERS, AS WELL AS SEVERAL

Signed: Linda L. Freese (LINDA L. FREESE)
Testifier

KODIAK ISLAND BOATWORKERS
Representing (Optional)

710 MILL BAY ROAD, KODIAK AK 99585
Address

(907) 486-9300
Phone No.

AVCP

Association of Village Council Presidents
P.O. Box 219 • Bethel, Alaska 99559 • Phone 543-3521

April 26, 1995

House Transportation Committee
Alaska State Legislature
State Capitol
Juneau, Alaska 99801-1182

Re: SSB133 An Act relating to the Alaska transportation system and local review of public projects.

Dear Sirs:

We would like to express our support for passage of SSB133. This legislation would provide much needed improvements to the transportation system throughout Alaska, particularly rural Alaska.

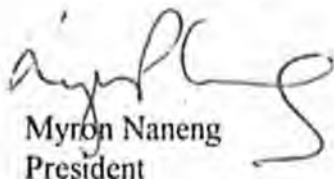
Transportation in rural Alaska is important also for meeting the basic water and sewer needs. Rural sanitation is closely tied to transportation developments. When a road is placed in a rural community, it not only helps provide for peoples basic transportation needs, it also helps provide access for water and sewer development in the community.

The bill provides very sensible approaches to the transportation needs. It provides a public process of designing not only policy for transportation through advisory councils, but consideration of other needs in rural Alaska, such as rural economic development.

This bill would provide substantial improvements of the transportation system throughout rural Alaska. We urge the legislature to pass this important legislation.

Sincerely,

ASSOCIATION OF VILLAGE COUNCIL PRESIDENTS, INC.
David O. David, Chairman


Myron Naneng
President