

**SB**

**263**

HFIN

FILE



# Alaska State Legislature

Please enter into the record my testimony to the Finance  
committee name  
committee on SB 263, dated 5/2/98  
bill/subject

SB 263 changed considerably during the legislative process. The bill serves its intent of providing defination to what is a unimproved road. However the bill appears to go too far in division of funds discription. In particular "Section 4" on page 4, line 2, line items funds for bridges. The current STIP process provides for prioritizing projects based on need. Projects are prioritized and placed on the STIP and are completed based on funds available. The system works and does not need to be fixed. Please Strike Section 4.

Thank you!

Signed:

Testifier

MAT-5a Local Road Service Area #1?

Representing (Optional)

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# FISCAL NOTE

Bill Version: HCSCSSB 263 (TRA)  
 (H) Publish Date: 5/2/98

STATE OF ALASKA  
 1998 LEGISLATIVE SESSION

Revision Date \_\_\_\_\_ Dept. Affected DOT&PF  
 Title Secondary Roads BRU Commissioners Office  
 Component Office of the Commissioner  
 Sponsor Torgerson, Pearce, Sharp  
 Requester H TRA Component Serial No. 530

**Expenditures/Revenues** (Thousands of Dollars)

OPERATING EXPENDITURES	FY 99	FY 00	FY 01	FY 02	FY 03	FY 04
Personal Services	33.0	34.0	35.0	36.1	37.1	
Travel	10.0	10.0	10.0	10.0	10.0	
Contractual	100.0					
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
<b>TOTAL OPERATING</b>	<b>143.0</b>	<b>44.0</b>	<b>45.0</b>	<b>46.1</b>	<b>47.1</b>	<b>0.0</b>

<b>CAPITAL EXPENDITURES</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
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<b>CHANGE IN REVENUES ( )</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
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**FUND SOURCE** (Thousands of Dollars)

1002 Federal Receipts	0.0	0.0	0.0	0.0	0.0	0.0
1003 GF Match	0.0	0.0	0.0	0.0	0.0	0.0
1004 GF	143.0	44.0	45.0	46.1	47.1	0.0
1005 GF/Program Receipts	0.0	0.0	0.0	0.0	0.0	0.0
1037 GF/Mental Health	0.0	0.0	0.0	0.0	0.0	0.0
Other (Specify Type) (IARF)	0.0					
<b>TOTAL</b>	<b>143.0</b>	<b>44.0</b>	<b>45.0</b>	<b>46.1</b>	<b>47.1</b>	<b>0.0</b>

Estimate of any current year (FY98) cost: 0.0

**POSITIONS**

Full-time	0	0	0	0	0	0
Part-time	0	0	0	0	0	0
Temporary	0	0	0	0	0	0

**ANALYSIS:**

DOT&PF will have to adopt two sets of regulations to implement sections 1 and 2 of this bill. In addition, the department will incur staff costs for identifying unimproved secondary roads of approximately 8 person-weeks per year. The cost for ranking these unimproved secondary roads in the order that they should be upgraded by the department is approximately 1/2 of one person-year.

Prepared by Dennis Poshard, Special Assistant  
 Division Commissioners Office  
 Approved by [Signature] for Commissioner  
 Agency Department of Transportation and Public Facilities

Phone 465-3900  
 Date 5/1/98  
 Date 5/1/98

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# Alaska State Legislature

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## H CS for CSSB 263(TRA): Secondary Roads & STIP Sponsor Statement

SB 263 establishes a statutory system for the Statewide Transportation Improvement Program (STIP) and establishes a secondary roads program for upgrading Alaska's secondary graveled or cold asphaltic roads.

The current ranking system for the STIP is internalized within the Department of Transportation and the projects are often placed in various categories. This bill:

1. standardizes the STIP by identifying three STIP categories in statute;
2. identifies percentages of allocation for the categories;
2. defines subcategories for the Community Transportation Program (CTP) category;
3. prohibits placement of a project in the CTP category if it is eligible elsewhere;
4. requires evaluation and ranking of projects in each category according to processes established by the department and provides for additional priority for upgrading projects to be transferred to a municipality for maintenance; and
5. requires at least 60% of the allocation to the CTP be allocated for projects in the rural and urban streets and roads subcategory.

The premise of the secondary roads program is to upgrade and pave state maintained graveled or cold asphaltic roads by establishing a secondary road standard. Those roads will then be ranked project by project, against other secondary roads - not against the major highway system or other paved roads. Increased ranking will be given to a road when the local government accepts transfer of the road from the State.

The program may be funded annually at \$20 million from the new federal funds and will sunset in five years. There are problems with secondary graveled roads in many areas of Alaska. The problem is not poor maintenance by DOT; the problem is the poor condition of the road itself. Without an ongoing road improvement program specific to these types of roads, the problems only get worse.

The bill also establish that not less than one percent of the federal funds available for 1998-2003 shall be used for new bridge construction.

SS: H CS CSSB 263(TRA): 5/5/98: mj

*Representing the Kenai Peninsula*