

HB

361

FISCAL NOTE

STATE OF ALASKA
1998 LEGISLATIVE SESSION

BILL NO. HB 361

Revision Date _____	Dept. Affected <u>DOT&PF</u>
Title <u>Private Maintenance of State Highway</u>	BRU <u>Commissioners Office</u>
Sponsor <u>Representative Masek</u>	Component <u>Office of the Commissioner</u>
Requester <u>(H) TRA</u>	Component Serial No. <u>530</u>

Expenditures/Revenues (Thousands of Dollars)

OPERATING EXPENDITURES	FY 99	FY 00	FY 01	FY 02	FY 03	FY 04
Personal Services	0.0	0.0	0.0	0.0	0.0	0.0
Travel	0.0	0.0	0.0	0.0	0.0	0.0
Contractual	0.0	0.0	0.0	0.0	0.0	0.0
Supplies	0.0	0.0	0.0	0.0	0.0	0.0
Equipment	0.0	0.0	0.0	0.0	0.0	0.0
Land & Structures	0.0	0.0	0.0	0.0	0.0	0.0
Grants & Claims	0.0	0.0	0.0	0.0	0.0	0.0
Miscellaneous	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES	0.0	0.0	0.0	0.0	0.0	0.0
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CHANGE IN REVENUES ()						
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FUND SOURCE (Thousands of Dollars)

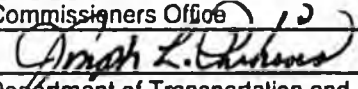
1002 Federal Receipts	0.0	0.0	0.0	0.0	0.0	0.0
1003 GF Match	0.0	0.0	0.0	0.0	0.0	0.0
1004 GF	0.0	0.0	0.0	0.0	0.0	0.0
1005 GF/Program Receipts	0.0	0.0	0.0	0.0	0.0	0.0
1037 GF/Mental Health	0.0	0.0	0.0	0.0	0.0	0.0
Other (Specify Type)	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

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: *(Attach a separate page if necessary)*

Prepared by	Dennis Poshard, Special Assistant	Phone	465-3900
Division	Commissioners Office	Date	1/17/98
Approved by	 Commissioner	Date	1/17/98
Agency	Department of Transportation and Public Facilities		

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SPONSOR STATEMENT – 361

Setting Conditions for Private Maintenance of State Highways

This legislation is intended to give the Department of Transportation and Public Facilities the ability to regulate private contractors who undertake the maintenance of state owned roads.

The impetus for this legislation arose out of a situation in my district where a private company began maintaining a state owned road that was posted by the Department as being closed for the winter. The problem we encountered was there were no requirements in law or regulation that would hold them to any kind of standards. This resulted in numerous complaints from the general public who were having problems accessing recreational lands and private property.

After some discussion with the Department it was concluded that some statutory authority needed to be put into place so they could have some enforcement capabilities in regulating private contractors who undertook maintenance of those roads the Department chose not to in the winter.

HB 361 also makes it clear the state would not be liable if a private contractor began maintaining a state road. It also states that such maintenance shall not be eligible for cost recovery from the state.

Although this bill addresses a specific circumstance, I believe it is a good idea for the legislature to head off future problems by giving DOT/PF the statutory ability to regulate these types of operations. Any time a private contractor begins maintaining a state road, they should have to follow guidelines set out by the Department so that public access and public safety are protected. Furthermore, the state needs to be able to make sure the maintenance is performed in a manner that is not damaging to the road surface and roadbed.