

LEG. FINANCE - BILLS 1983 - 1984 - 1998

SCR 20 - SB 7

1998

AMENDMENT TO SCR 20 by the Senate Transportation Committee:

Page 1, line 9: delete "major"

Page 1, lines 15 and 16 delete existing material and insert:  
"Public Facilities to engineer and plan for the upgrading,  
regraveling and realigning of the Glen Alps Road in the  
Municipality of Anchorage."

COMMITTEE REPORT  
SENATE

FURTHER: *Fuller*

4/22/83

Date: May 19, 1983

Mr. President:

The Committee on Transportation has had SCR 20

Relating to Glen Alps Road upgrading and realignment in the Municipality of Anchorage.

under consideration and (a majority of the committee) (the committee) reports it back with the following recommendations:

- do pass  do not pass
- do pass with attached amendments(s)  same title
- replace with CS for \_\_\_\_\_  new title
- and recommends \_\_\_\_\_
- AND attaches a "Letter of Intent"  New Fiscal Note
- reports it back without recommendation
- referred to the \_\_\_\_\_ Committee

MEMBERS SIGNING  
DO PASS

MEMBERS HAVING  
OTHER RECOMMENDATIONS:

*Al Pappas*  
*D. Gilman*  
*John Fuller*

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*Al Pappas*  
 CHAIRMAN

COMMITTEE REPORT  
SENATE RULES COMMITTEE

5/20/83

Date \_\_\_\_\_

Mr. President,

The Committee on Rules has had \_\_\_\_\_ SCR 20

Glen Alps Road upgrading and realignment in the Municipality of Anchorage.

under consideration and recommends it be placed on the \_\_\_\_\_ Calendar.

- with attached amendment(s).
- replace with CS for \_\_\_\_\_  same title
- and attaches a "Letter of Intent"  new title
- new fiscal note

MEMBERS SIGNING FOR PLACEMENT ON THE CALENDAR

MEMBERS HAVING OTHER RECOMMENDATIONS

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
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\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

CHAIRMAN

Introduced: 4/22/83  
Referred: Transportation

1 IN THE SENATE

BY FAIKS

2

SENATE CONCURRENT RESOLUTION NO. 20

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

THIRTEENTH LEGISLATURE - FIRST SESSION

5

Relating to Glen Alps Road upgrading and

6

realignment in the Municipality of

7

Anchorage.

8

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

9

WHEREAS Glen Alps Road is a major throughfare in the Municipality of

10

Anchorage and is one of the primary access roads to Chugach State Park; and

11

WHEREAS Glen Alps Road needs upgrading, regravelling, and a realignment

12

of the right-of-way;

13

BE IT RESOLVED by the Alaska State Legislature that the governor is

14

respectfully requested to direct the Department of Transportation and

15

Public Facilities to upgrade, regravell, and realign Glen Alps Road in the

16

Municipality of Anchorage.



Introduced: 4/13/83  
Referred: Resources  
and Finance

1 IN THE SENATE BY THE RESOURCES COMMITTEE  
2 SENATE JOINT RESOLUTION NO. 24  
3 IN THE LEGISLATURE OF THE STATE OF ALASKA  
4 THIRTEENTH LEGISLATURE - FIRST SESSION

5 Requesting that Alaska be exempted from  
6 legislation allowing abrogation of  
7 existing natural gas contracts.

8 BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:

9 WHEREAS the proposed federal "Natural Gas Consumer Regulatory Reform  
10 Amendments of 1983" (S615) would bring about natural gas deregulation and  
11 with it the desirable objectives of natural gas price stability, prudent  
12 resource development and consumer protection; and

13 WHEREAS local inequities, warranting immediate rectification, can  
14 occur in such wide-ranging legislation as S615; and

15 WHEREAS more than half of Alaska's population is dependent on electric  
16 energy generated by low cost natural gas under existing, long-term con-  
17 tracts negotiated at arm's length and in good faith; and

18 WHEREAS Alaska's electric and natural gas utilities, lacking access to  
19 the interstate gas pipeline systems taken for granted in virtually every  
20 other state, do not have the ability to "shop around" for alternate gas  
21 supplies; and

22 WHEREAS the abrogation of existing gas supply contracts could have  
23 devastating impacts on the utility rates of most Alaska consumers already  
24 faced with high living costs; and

25 WHEREAS S615 contains a "market-out" provision (Sec. 316) that would  
26 allow abrogation of existing natural gas-supply contracts effective upon 45  
27 days' notice by the abrogating party;

28 BE IT RESOLVED that the Alaska State Legislature respectfully requests  
29 the United States Congress to exempt the State of Alaska from Section 316

1 of S615 or other natural gas legislation allowing abrogation of existing  
2 natural gas supply contracts; and be it

3       FURTHER RESOLVED that the Alaska Congressional delegation is urged to  
4 actively support an exemption for the state from Section 316 of S615 or  
5 similar natural gas legislation.

6       COPIES of this resolution shall be sent to the Honorable George Bush,  
7 President of the U.S. Senate; the Honorable Thomas P. O'Neill, Jr., Speaker  
8 of the U.S. House of Representatives; and to the Honorable Ted Stevens and  
9 the Honorable Frank Murkowski, U.S. Senators, and the Honorable Don Young,  
10 U.S. Representative, members of the Alaska delegation in Congress.

COMMITTEE REPORT  
SENATE

4/12/83

FURTHER: Finance

Date: 4-18-83

Mr. President:

The Committee on Resources has had SJR 24

Requesting that Alaska be exempted from legislation allowing abrogation of existing natural gas contracts.

under consideration and (a majority of the committee) (the committee) reports it back with the following recommendations:

- <sup>may</sup> do pass  do not pass
- do pass with attached amendments(s)
- replace with CS for \_\_\_\_\_  same title
- and recommends \_\_\_\_\_  new title
- AND attaches a "Letter of Intent"  New Fiscal Note
- reports it back without recommendation
- referred to the \_\_\_\_\_ Committee

MEMBERS SIGNING  
DO PASS

MEMBERS HAVING  
OTHER RECOMMENDATIONS:

*3-11*  
*[Signature]*  
*Miss Jurgulinski*  
*Paul Frank*  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

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*[Signature]*  
 CHAIRMAN

# COMMITTEE REPORT

## SENATE

FURTHER:

2/9/84

Date 3/22/84

Mr. President

The Committee on FINANCE considered SJR 30

enforcement of child support obligations.

and (a majority of the committee) (the committee) reports it back with the following recommendations:

- do pass
- do pass with attached amendment(s)
- replace with/or adopt CS for \_\_\_\_\_
- new title
- same title and recommends \_\_\_\_\_
- and attached a "LETTER OF INTENT"  NEW FISCAL NOTE
- reports it back without recommendation
- recommends referral to \_\_\_\_\_ Committee

MEMBERS SIGNING  
DO PASS

[Signature]  
[Signature]  
[Signature]  
[Signature]  
[Signature]  
          
        

MEMBERS HAVING  
OTHER RECOMMENDATIONS

[Signature]  
Chairman

          
Chairman recommendation

STATE OF ALASKA 1984 LEGISLATIVE SESSION  
FISCAL NOTE

Revision Date \_\_\_\_\_

**REQUEST**

Bill/Resolution No: SJR-30  
 Title: Relating to the Enforcement of  
Child Support Obligations  
 Sponsor: Halford  
 Requestor: Senate Judiciary  
 Date of Request: 1-17-84

**FISCAL DETAIL**

Agency Affected: Revenue  
 Program Category Affected: Revenue  
Collection & Management  
 BRU, Program of Subprogram(s) Affected:  
Child Support Enforcement Division

**EXPENDITURES/REVENUES: (Thousands of Dollars)**

	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
<b>OPERATING</b>						
100 PERSONAL SERVICES	-	-	-	-	-	-
200 TRAVEL	-	-	-	-	-	-
300 CONTRACTUAL	-	-	-	-	-	-
400 SUPPLIES	-	-	-	-	-	-
500 EQUIPMENT	-	-	-	-	-	-
600 LANDS & STRUCTURES	-	-	-	-	-	-
700 GRANTS, CLAIMS	-	-	-	-	-	-
800 MISCELLANEOUS	-	-	-	-	-	-
<b>TOTAL OPERATING</b>	-	N/A	N/A	N/A	N/A	N/A
<b>CAPITAL</b>	N/A	N/A	N/A	N/A	N/A	N/A
<b>REVENUE</b>	N/A	N/A	N/A	N/A	N/A	N/A

**FUNDING: (Thousands of Dollars)**

GENERAL FUND	-	-	-	-	-	-
FEDERAL FUNDS	-	-	-	-	-	-
OTHER	-	-	-	-	-	-
<b>TOTAL</b>	N/A	N/A	N/A	N/A	N/A	N/A

**POSITIONS:**

FULL-TIME	-	-	-	-	-	-
PART-TIME	N/A	-	-	-	-	-
TEMPORARY	-	-	-	-	-	-

**SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:**

N/A

**ANALYSIS:** Attach a separate page for analysis.

1. One page analysis attached.
2. One document attached.

Prepared By: Dan R Copeland  
 Division: Child Support Enforcement Division

Phone: 276-3441  
 Date: 1-19-84

Approved by Commissioner: Robert Heath  
 Agency: Revenue

Date: 2/6/84  
 Phone: 465-2300

**Distribution (by Agency preparing fiscal note):**

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

FISCAL NOTE ANALYSIS  
SJR-30, January 19, 1984

In Alaska offsetting IRS refunds for the AFDC caseload was very effective. Significant collection totals were noted, but there was a more important aspect to the process. Many of the absent parents that would not have paid anything were caught by the IRS network. One of the reasons for this is that this offset process is one of the few effective ways to collect on an interstate case or deal with self-employed people.

Alaska has had the following governmental reimbursement results:

<u>Calendar Year</u>	<u>Cases Submitted</u>	<u>Collections</u>	<u>Arrearages Submitted</u>
1982	227	\$85,000	\$1,582,500
1983	927	\$186,000	6,092,500
1984	1,148	\$230,000*	6,741,500

\*Estimated

At the national level the following governmental reimbursement results have been noted:

<u>Calendar Year</u>	<u>Cases Submitted</u>	<u>Collections</u>	<u>Number of Collections</u>	<u>Average</u>
1982	561,000	\$168,915,000	279,000	\$605.00
1983	872,000	\$169,353,500	323,000	\$524.00

This decline in the average amount of each offset has been the cause for concern. IRS and the Administration's Office of child Support Enforcement (OCSE) are doing formal studies in this area. IRS has stated that their opinion is that the taxpayers are changing their tax status to avoid refunds which are subject to offset. This is part of their rationale for opposing further entry in this area.

Here in the State of Alaska the process has been an extremely important tool. Adding the non-AFDC caseload to this process would greatly improve the whole effort. However, in other states this process in the non-AFDC area would be the catalyst to force a major policy change. There are many states that attempt to steer their workload away from the non-AFDC areas so that they may concentrate on AFDC or governmental reimbursement. Once this process is required for the non-AFDC caseload, the states that concentrate on just the AFDC work would be forced to change and work all cases. This policy change would be the most significant and positive improvement for the child support program.



# National Council of State Child Support Enforcement Administrators

Committee on Finance  
Subcommittee on Oversight of  
the Internal Revenue Service  
Tax Refund Offset Program and S-150  
September 16, 1983

Testimony Provided by:  
Dan R Copeland  
President

Good Morning, I am Dan R Copeland, President of the National Council of State Child Support Enforcement Administrators. I also serve as the Director of the Alaska Child Support Agency. Our National Council includes the operational head of each state child support agency.

The Council is committed to the principle that all enforcement tools should be available equally to all child support cases. This should include AFDC and non-AFDC or instate and interstate casework. It is imperative that all absent parents recognize that all collection methods will apply to their own individual obligation to pay without regard to the economic status or location of the custodial parent with their child.

Many of the bills now facing Congress include a purpose statement that would imply this type of universal approach. The offset of IRS refunds for all cases rather than just the AFDC situations would be one of the most tangible statements made in this regard. In opening the IRS refund offset process to the non-AFDC caseload it must be recognized that this has the potential for greatly expanding the number of custodial parents that will want to use the child support system. Many custodial parents that have given up any thought of receiving child support will see this process as one last hope. It is most important that we make sure their hopes are not lost.

Many substantial barriers stand in the way of allowing the IRS refund offset process to work to its fullest extent. The first and most significant factor is in the basic program intent. While child support and the non-AFDC caseload is currently receiving a lot of attention many of the state and local political jurisdictions need assurances that child support services and not government AFDC reimbursement is the program objective. This very basic message, that child support is to be viewed as a service to the public will take time to be accepted. Acceptance of this will have a substantial impact in how the state and local jurisdictions implement the process of offsetting IRS refunds for non-AFDC cases. Once the basic program intent is established nationwide down through each county and local child support operations, the offset process will become one of the most effective collection tools available.

The success of the AFDC IRS offset process is one of the driving factors in the push to expand the program to include the non-AFDC caseload. During FY 82, better than 547,000 AFDC arrearage cases were submitted to IRS and 262,030 or 48% of these cases produced an actual cash response. In this first year of operation over \$166,000,000 was collected and distributed to the state and federal governments. The figures are indicators of success but a more important fact is that many of the cases that proved to be uncollectable in the past now produced amazing results.

-over-

Dan R Copeland, President  
201 East Ninth Ave., Suite 202  
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(907) 276-3441

Jerrold H. Brockmyre, Vice President  
Post Office Box 30037  
Lansing, Michigan 48909  
(517) 373-7570

Barry Fredrickson, Secretary/Treasurer  
Post Office Box 2960  
Austin, Texas 78769  
(512) 835-0440

John P. Abbott, Past President  
3195 South Main Street  
Salt Lake City, Utah 84115  
(801) 486-1812

Testimony  
Page 2  
September 16, 1983

In many instances the process of offsetting the refunds is declared to be a simple and inexpensive process. When compared to some of the routine child support problems this may be true but in fact there is considerable effort involved. The states, counties and federal governments all go through a notice process which insures due process prior to attachment. Once the notice is sent out on all of the cases a great number of the absent parents contact the appropriate agency to work out payment arrangements. The phone calls and office contact continue to create extensive workload requirements at the local operational level. Naturally this notice process will find some cases where the arrearages are incorrect and adjustments are required. These adjustments are made timely and without serious problems in most cases.

During June 1982 the Federal Office of Child Support Enforcement conducted a review of selected state 1981 IRS submissions. These reviews were instrumental in refining the process with quality assurance mechanisms, additional pre-offset notices, and quicker deletions or releases. All indications are that the operations of the 1982 tax year refund process will be more efficient than the previous year.

One of the first questions that often develops when looking at the IRS offset process for non-AFDC cases is whether or not it can be done. This question is asked because there are numerous problems associated with the non-AFDC caseload that are not common to the AFDC cases. Doing the IRS offset process on the non-AFDC caseload forces people to recognize these difficult situations on a large number of cases as a group. However, it is important to recognize that each of these problems is a part of every enforcement action on each individual non-AFDC case. For example, in every instance there is the possibility that the absent parent has sent the money directly to the custodial parent and the arrearages as stated are incorrect. If this is the case, the due process requirements for all seizure actions protect the absent parent with notice and time to respond. This is currently a routine part of every agency that handles non-AFDC cases. If it is used in filing liens attaching wages, offsetting state refunds, seizing bank accounts, and will be a requirement in any IRS offset process. While using the IRS offset process for the non-AFDC cases will cause certain problems, all of these problems are resolvable and the process should become law.

The real question to be asked is not whether or not a state could operate a non-AFDC IRS offset program. In actual practice the bottom line question is whether or not the states and local operations have the ability to accept the additional non-AFDC service requirements in all areas.

Introduced: 1/12/84  
Referred: Judiciary and  
Finance

BY HALFORD, KERTTULA,  
JOSEPHSON, FAIKS, V.FISCHER,  
P.FISCHER, PETTYJOHN, KELLY,  
ELIASON AND STURGULEWSKI

1 IN THE SENATE

2

SENATE JOINT RESOLUTION NO. 30

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

THIRTEENTH LEGISLATURE - SECOND SESSION

5

Relating to the enforcement of child

6

support obligations.

7

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

8

WHEREAS millions of children in the United States are being econom-

9

ically deprived and cannot achieve their true potential if financial sup-

10

port is withheld by one or both parents; and

11

WHEREAS Congress established a child support enforcement program in 42

12

U.S.C. 651 - 665 (Title IV, Part D, Social Security Act) to provide an

13

opportunity for all children to receive support from their parents through

14

more effective enforcement of state and federal child support laws; and

15

WHEREAS the purpose of the child support enforcement program was to

16

ensure compliance with obligations to pay child support for each child in

17

the United States living with one parent, and various enforcement tools

18

were provided in 42 U.S.C. 651 - 665 to fulfill this purpose; and

19

WHEREAS one of the enforcement tools is a provision in 42 U.S.C. 664

20

allowing states to attach tax refunds through the Internal Revenue Service

21

for reimbursement to the states for payments made to custodial parents, but

22

the use of this particular enforcement tool was limited to Aid to Families

23

with Dependent Children (AFDC) cases; and

24

WHEREAS all of the enforcement tools in 42 U.S.C. 651 - 665 should be

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available for use in every child support enforcement case; and

26

WHEREAS nonpayment of child support often forces the custodial parent

27

to seek public assistance for the maintenance of the child; and

28

WHEREAS numerous state and federal programs other than the Aid to

29

Families with Dependent Children program are facing substantial budgetary

1 restrictions and are negatively affected by the failure to enforce child  
2 support obligations adequately;

3 BE IT RESOLVED by the Alaska State Legislature that Congress is re-  
4 spectfully requested to amend 42 U.S.C. §64, and any related law, to pro-  
5 vide that the procedures that are presently available to AFDC families for  
6 the collection of past due child support from federal tax refunds shall be  
7 available to all children in the United States on an equal basis.

8 COPIES of this resolution shall be sent to the Honorable George Bush,  
9 Vice-President of the United States and President of the U.S. Senate; the  
10 Honorable Thomas P. O'Neill, Jr., Speaker of the U.S. House of Representa-  
11 tives; and to the Honorable Ted Stevens and the Honorable Frank Murkowski,  
12 U.S. Senators, and the Honorable Don Young, U.S. Representative, members of  
13 the Alaska delegation in Congress.

## Senator Vic Fischer

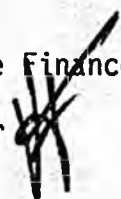
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Alaska State Legislature  
1024 W. 6th Avenue, Suite 204C  
Anchorage, Alaska 99501 (907) 278-3654  
During Session • Pouch V • Juneau, Alaska 99811 (907) 465-4954



3/22/84

### MEMORANDUM

TO: Members, Senate Finance Committee  
FROM: Sen. Vic Fischer   
RE: SJR 30

Title: Relating to the enforcement of child support obligations.

Sponsors: Halford, Kerttula, Josephson, Faiks, V. Fischer, P. Fischer,  
Pettyjohn, Kelly, Eliason, and Stugeulevski

The purpose of this resolution is to urge the U. S. Congress to amend federal law to allow states to attach federal tax refunds for non-AFDC child support orders. Attaching of tax refunds is now required by federal law for overdue child support orders in AFDC cases but not allowed for non-AFDC cases. The federal law SJR 30 urges support for would provide the same enforcement tools for all child support obligation cases.

(Information provided by: Dan Copeland, Director, Division of Child Support Enforcement, AK Dept. of Revenue 276-3441)

VF/JH

# Senator Vic Fischer

---



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1024 W. 6th Avenue, Suite 204C  
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VF/JH

# Senator Vic Fischer

---



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During Session • Pouch V • Juneau, Alaska 99811 (907) 465-4954

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(Information provided by: Dan Copeland, Director, Division of Child Support Enforcement, AK Dept. of Revenue 276-3441)

VF/JH

## Senator Vic Fischer

---

Alaska State Legislature  
1024 W. 6th Avenue, Suite 204C  
Anchorage, Alaska 99501 (907) 278-3654  
During Session • Pouch V • Juneau, Alaska 99811 (907) 465-4954



3/22/84

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FROM: Sen. Vic. Fischer   
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(Information provided by: Dan Copeland, Director, Division of Child Support Enforcement, AK Dept. of Revenue 276-3441)

VF/JH

## Senator Vic Fischer

---

Alaska State Legislature  
1024 W. 6th Avenue, Suite 204C  
Anchorage, Alaska 99501 (907) 278-3654  
During Session • Pouch V • Juneau, Alaska 99811 (907) 465-4954



3/22/84

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(Information provided by: Dan Copeland, Director, Division of Child Support Enforcement, AK Dept. of Revenue 276-3441)

VF/JH

COMMITTEE REPORT  
SENATE

FURTHER: FINANCE

1/12/84

Date: Feb 8, 1984

Mr. President:

The Committee on JUDICIARY has had SJR 30

enforcement of child support obligations.

under consideration and (a majority of the committee) (the committee) reports it back with the following recommendations:

- do pass  do not pass
- do pass with attached amendments(s)
- replace with CS for \_\_\_\_\_  same title  
 new title
- and recommends \_\_\_\_\_
- AND attaches a "Letter of Intent"  New Fiscal Note
- reports it back without recommendation
- referred to the \_\_\_\_\_ Committee

MEMBERS SIGNING  
DO PASS

MEMBERS HAVING  
OTHER RECOMMENDATIONS:

*Bill*  
*[Signature]*  
*[Signature]*  
*[Signature]*  
 \_\_\_\_\_  
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*Bill Ray*  
 CHAIRMAN  
*DO PASS*

A M E N D M E N T

OFFERED IN THE SENATE:

By: The Judiciary Committee

To: SJR 30 ~~SENATE BY KX No.~~ \_\_\_\_\_

HOUSE BILL No. \_\_\_\_\_

PAGE: \_\_\_\_\_

LINE: \_\_\_\_\_

Page 2 line 8: Add the following: "The Honorable Ronald Reagan,  
President of the United States, The Honorable Margaret M. Heckler,  
Secretary of the Department of Health & Social Services"

COMMITTEE REPORT  
SENATE

FURTHER:

6/15/83

Date: 5/2/84

Mr. President:

The Committee on FINANCE has had SCR 30

Traffic control measures on the Glenn and Palmer-Wasilla Highways, and Evergreen Street in the Matanuska-Susitna Borough.

under consideration and (a majority of the committee) (the committee) reports it back with the following recommendations:

- do pass  do not pass
- do pass with attached amendments(s)
- replace with CS for SCR 30 (Trans.)  same title  new title
- and recommends Do Pass
- AND attaches a "Letter of Intent"  New Fiscal Note
- reports it back without recommendation
- referred to the \_\_\_\_\_ Committee

MEMBERS SIGNING  
DO PASS

MEMBERS HAVING  
OTHER RECOMMENDATIONS:

\_\_\_\_\_  
*[Handwritten Signature]*  
\_\_\_\_\_  
*[Handwritten Signature]*  
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*[Handwritten Signature]*  
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*[Handwritten Signature]*  
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\_\_\_\_\_

*[Handwritten Signature]*  
\_\_\_\_\_  
CHAIRMAN

Offered: 6/15/83  
Referred: Finance

Original sponsor: Kerttula

1 IN THE SENATE BY THE TRANSPORTATION COMMITTEE  
2 CS FOR SENATE CONCURRENT RESOLUTION NO. 30 (Transportation)  
3 IN THE LEGISLATURE OF THE STATE OF ALASKA  
4 THIRTEENTH LEGISLATURE - FIRST SESSION

5 Relating to traffic control measures on  
6 the Glenn and Palmer-Wasilla Highways,  
7 and Evergreen Street in the Matanuska-  
8 Susitna Borough and the George Parks  
9 Highway at the community of Cantwell.

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

11 WHEREAS traffic congestion at the intersection of the Palmer-Wasilla  
12 Highway, Evergreen Street, and Glenn Highway has resulted in a high number  
13 of motor vehicle accidents; and

14 WHEREAS Glenn Highway between the Alaska State Fairground and Bailey  
15 Hill is heavily utilized during the fair periods each year; and

16 WHEREAS traffic traveling at an excessive speed on the George Parks  
17 Highway through the community of Cantwell has caused a number of motor  
18 vehicle accidents at the intersection of the George Parks Highway and  
19 Denali Highway; and

20 WHEREAS school bus traffic on the George Parks Highway crosses the  
21 Denali Highway intersection without the aid of appropriate traffic signal-  
22 ing devices; and

23 WHEREAS traffic control devices should be installed and other safety  
24 measures taken on the George Parks Highway, the Palmer-Wasilla Highway, and  
25 Glenn Highway at these locations;

26 BE IT RESOLVED by the Alaska State Legislature that the governor is  
27 respectfully requested to direct the commissioner of the Department of  
28 Transportation and Public Facilities to install an appropriate traffic  
29 light at the intersection of the Denali Highway and the George Parks

1 Highway and at the intersection of the Palmer-Wasilla Highway, Evergreen  
2 Street, and Glenn Highway; make a speed zone of 45 mph and provide for  
3 other safety measures including a 20 mph speed zone during school hours  
4 along the George Parks Highway through the community of Cantwell between  
5 mile 209.6 and 210.5 and make an appropriate speed zone and provide for  
6 other safety measures along the Glenn Highway from Bailey Hill to the  
7 Alaska State Fairground for the safety of motor vehicles and pedestrians.

COMMITTEE REPORT  
SENATE

6/3/83

FURTHER:

Finance

Date: June 14, 1983

Mr. President:

The Committee on Transportation has had SCR 30

Relating to traffic control measures on the Glenn and Palmer-Wasilla Highways, and Evergreen Street in the Matanuska-Susitna Borough.

under consideration and (a majority of the committee) (the committee) reports it back with the following recommendations:

- do pass  do not pass
- do pass with attached amendments(s)
- replace with CS for SCR 30 (Sup)  same title  
new title
- and recommends \_\_\_\_\_
- AND attaches a "Letter of Intent"  New Fiscal Note
- reports it back without recommendation
- referred to the \_\_\_\_\_ Committee

MEMBERS SIGNING  
DO PASS

[Signature]  
[Signature]  
 \_\_\_\_\_  
[Signature]  
[Signature]  
 \_\_\_\_\_  
 \_\_\_\_\_

MEMBERS HAVING  
OTHER RECOMMENDATIONS:

\_\_\_\_\_

~~Do pass only if [Signature]~~

~~Revised [Signature]~~

~~[Signature]~~

~~[Signature]~~

Too

[Signature]  
 CHAIRMAN

Introduced: 6/3/83  
Referred: Transportation  
and Finance

1 IN THE SENATE

BY KERTTULA

2

SENATE CONCURRENT RESOLUTION NO. 30

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

THIRTEENTH LEGISLATURE - FIRST SESSION

5

Relating to traffic control measures on

6

the Glenn and Palmer-Wasilla Highways,

7

and Evergreen Street in the Matanuska-

8

Susitna Borough.

9

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

10

WHEREAS traffic congestion at the intersection of the Palmer-Wasilla

11

Highway, Evergreen Street, and Glenn Highway has resulted in a high number

12

of motor vehicle accidents; and

13

WHEREAS Glenn Highway between the Alaska State Fairground and Bailey

14

Hill is heavily utilized during the fair periods each year; and

15

WHEREAS traffic control devices should be installed and other safety

16

measures taken on the Palmer-Wasilla Highway and Glenn Highway at these

17

locations;

18

BE IT RESOLVED by the Alaska State Legislature that the governor is

19

respectfully requested to direct the commissioner of transportation and

20

public facilities to install an appropriate traffic light at the

21

intersection of the Palmer-Wasilla Highway, Evergreen Street, and Glenn

22

Highway and make a speed zone and provide for other safety measures along

23

Glenn Highway from Bailey Hill to the Alaska State Fairground for the

24

safety of motor vehicles and pedestrians.

STATE OF ALASKA 1984 LEGISLATIVE SESSION  
FISCAL NOTE

Revision Date: \_\_\_\_\_

**REQUEST**

Bill/Resolution No.: SCR 45  
 Title: Suspending Uniform Rule  
41(b)

**FISCAL DETAIL**

Agency Affected: \_\_\_\_\_  
 Program Category Affected: \_\_\_\_\_

Sponsor: Senate Judiciary Committee BRU, Program or Subprogram(s) Affected: \_\_\_\_\_  
 Requestor: House Finance Committee  
 Date of Request: 4/16/84

**EXPENDITURES/REVENUES: (Thousands of Dollars)**

	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
<b>OPERATING</b>						
100 PERSONAL SERVICES		0				
200 TRAVEL		0				
300 CONTRACTUAL		0				
400 SUPPLIES		0				
500 EQUIPMENT		0				
600 LAND & STRUCTURES		0				
700 GRANTS, CLAIMS		0				
800 MISCELLANEOUS		0				
<b>TOTAL OPERATING</b>		0				
<b>CAPITAL</b>		0				
<b>REVENUE</b>		0				

**FUNDING: (Thousands of Dollars)**

GENERAL FUND		0				
FEDERAL FUNDS		0				
OTHER		0				
<b>TOTAL</b>		0				

**POSITIONS:**

FULL-TIME		0				
PART-TIME		0				
TEMPORARY		0				

**SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:**

**ANALYSIS:** Attach a separate page for analysis

Prepared By: House Finance Committee Phone: 465-3706  
 Division: Al Adams, Chair Date: 4/16/84

Approved by Commissioner: \_\_\_\_\_ Date: \_\_\_\_\_  
 Agency: \_\_\_\_\_

Distribution (by Agency preparing fiscal note):

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

Introduced: 4/11/84  
Made a Special Order of  
Business

1 IN THE SENATE

BY THE JUDICIARY COMMITTEE

2

SENATE CONCURRENT RESOLUTION NO. 45

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

THIRTEENTH LEGISLATURE - SECOND SESSION

5

Suspending Uniform Rule 41(b) of the

6

Alaska State Legislature concerning

7

Senate Bill No. 347.

8

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

9

That under Rule 54 of the Uniform Rules of the Alaska State Legisla-

10

ture the provisions of Rule 41(b) of the Uniform Rules are suspended in the

11

consideration of Senate Bill No. 347.

COMMITTEE REPORT

HOUSE

FURTHER:

(11)

(Taken from Rules, Finance added 6/21/83)

Date: 6-22-83

6/21/83  
Mr. Speaker:

The Committee on FINANCE has had CSSB2(Res)

"An Act providing for a license exemption for certain commercial fishing vessels; and providing for an effective date."

under consideration and reports it back as follows:

- do pass  do not pass
- do pass with attached amendments(s)
- replace with <sup>H</sup>CS for CSSB2(Res)  same title  
 new title
- and recommends do pass
- AND attaches a "Letter of Intent"  New Fiscal Note
- reports it back without recommendation  Zero Fiscal Note Attached
- referred to the \_\_\_\_\_ Committee

MEMBERS SIGNING  
DO PASS

[Signature]

[Signature]

[Signature]

[Signature]

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[Signature]

[Signature]

[Signature]

[Signature]

[Signature]

MEMBERS HAVING  
OTHER RECOMMENDATIONS:

[Signature]

[Signature]

[Signature]

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[Signature]

[Signature]

[Signature]

[Signature]  
CHAIRMAN

Offered: 6/20/83  
Referred: Rules

Original sponsor: Ferguson

1 IN THE SENATE BY THE RESOURCES COMMITTEE  
2 HOUSE CS FOR CS FOR SENATE BILL NO. 2 (Resources)  
3 IN THE LEGISLATURE OF THE STATE OF ALASKA  
4 THIRTEENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act providing for a license exemption for certain  
7 commercial fishing vessels; and providing for an  
8 effective date."

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

10 \* Section 1. AS 16.05 is amended by adding a new section to read:

11 Sec. 16.05.495. VESSEL LICENSE EXEMPTION. A vessel used exclu-  
12 sively for the commercial capture of salmon in the drainage systems of  
13 the Yukon and Kuskokwim Rivers, or at a set net site, is exempt from  
14 the licensing requirements of AS 16.05.490.

15 \* Sec. 2. This Act takes effect January 1, 1984.

STATE OF ALASKA  
FISCAL NOTE

Revised Date 6/20, 1983

I. REQUEST  
Bill/Resolution No.: HCSSB-2 (Resources)  
Title: Vessel License Exemption  
Sponsor: Senator Ferguson  
Requestor: Senator Mulcahy

II. FISCAL DETAIL  
Agency Affected: ADF&G  
Program Category Affected: FRC  
BRU, Program of Subprogram(s) Affected: Commercial Fisheries Entry Commission

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88
OPERATING						
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-
CAPITAL	-0-	-0-	-0-	-0-	-0-	-0-
REVENUE REDUCTION	-0-	83.1	83.1	83.1	83.1	83.1

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

III. SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

See reverse

IV. ANALYSIS: Attach a separate page for any Analysis

Prepared By: John Williams Phone: 465-4081  
Division: Commercial Fisheries Entry Commission Date: 6/20/83  
Approved by Commissioner: John Williams Date: 6/20/83  
Department: Commercial Fisheries Entry Commission

Distribution:

Original to Legislative Finance  
Copy to Office of Management and Budget (for Legislature introduced bills)  
Copy to Department (for Governor introduced bills)  
Copy to Sponsor  
Copy to Requestor (if different from Sponsor)

**ANALYSIS:**

The analysis assumes that no adjustment in permit renewal fees charged under AS 16.43.160 is attempted to offset the negative fiscal impact of this legislation.

The licensing revenue from commercial vessels would be reduced by approximately \$83,100 annually by the bill. It will exempt all vessels used inclusively for the commercial harvesting of salmon in the administrative areas known as Arctic-Yukon-Kuskokwim (A-Y-K) and at salmon set net sites in Yakutat, Prince William Sound, Cook Inlet, Kodiak, Alaska Peninsula and Bristol Bay.

The number of vessels licensed annually is relatively stable, hence future year fiscal impacts are projected as constant.

The following individuals may testify on SB 2:

John Williams, Commissioner, Limited Entry  
Commission--- will be available to answer questions

back up  
SB 2

JUN 20 REC'D

I. REQUEST

Bill/Resolution No.: CSSB-2  
 Title: Vessel License Exemption  
 Sponsor: Senator Ferguson  
 Requestor: Senator Mulcahy

II. FISCAL DETAIL

Agency Affected: ADF&G  
 Program Category Affected: FRC  
 BRU, Program of Subprogram(s) Affected: Commercial Fisheries Entry Commission

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88
OPERATING						
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-
CAPITAL	-0-	-0-	-0-	-0-	-0-	-0-
REVENUE REDUCTION	-0-	83.1	83.1	83.1	83.1	83.1

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

III. SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

See reverse

IV. ANALYSIS: Attach a separate page for any Analysis

Prepared By: John Williams Phone: 465-4081  
 Division: Commercial Fisheries Entry Commission Date: 6/20/83  
 Approved by Commissioner: John Williams Date: 6/20/83  
 Department: Commercial Fisheries Entry Commission

Distribution:

Original to Legislative Finance  
 Copy to Office of Management and Budget (for Legislature introduced bills)  
 Copy to Department (for Governor introduced bills)  
 Copy to Sponsor  
 Copy to Requestor (if different from Sponsor)

**ANALYSIS:**

The analysis assumes that no adjustment in permit renewal fees charged under AS 16.43.160 is attempted to offset the negative fiscal impact of this legislation.

The licensing revenue from commercial vessels would be reduced by approximately \$79.8 annually by the bill. It will exempt all vessels used inclusively for the commercial harvesting of salmon in the administrative areas known as Arctic-Yukon-Kuskokwim (A-Y-K) and at salmon set net sites in Yakutat, Prince William Sound, Cook Inlet, Kodiak, Alaska Peninsula and Bristol Bay.

The number of vessels licensed annually is relatively stable, hence future year fiscal impacts are projected as constant.

# STATE OF ALASKA

Bill Sheffield, Governor

## DEPARTMENT OF FISH AND GAME

OFFICE OF THE COMMISSIONER

P.O. BOX 3-2000  
JUNEAU, ALASKA 99802  
PHONE: 465-4100

February 2, 1983

The Honorable Bob Mulcahy  
Senate  
Alaska State Legislature  
Pouch V  
Juneau, Alaska 99811

Dear Senator Mulcahy:

This letter is in response to a telephone inquiry from Troy Henley of your staff requesting the position of the Department of Fish and Game on Senate Bill 2, an act providing for a license exemption for commercial fishing vessels 24 feet or less.

The Department of Fish and Game is opposed to the provision of Senate Bill 2. Many of the State's statutes and regulations governing commercial fishing address licensed vessels as a means of enforcing those regulations and controlling the harvest of our fishery resources. Not requiring all vessels to be licensed could result in a chaotic fishery that would be of no benefit to the State and its fishermen. If it is the intent of the sponsor to eliminate or reduce the fee for licensing of commercial fishing vessels of 24 feet or less, we would propose amending AS 16.05.530 to reduce or eliminate the license fee for vessels 24 feet or less. Whether a fee is charged or the amount is immaterial to the Department of Fish and Game we do need to retain a licensing mechanism for adequate resources management. Our suggested amendment may address the concerns of the sponsor. If not, I am sure other less drastic means can be suggested to address the problem.

You may also wish to contact the Commercial Fisheries Entry Commission for its position on this legislation.

Please let us know whenever we can be of further assistance.

Sincerely,



Don W. Collinsworth  
Acting Commissioner

# MEMORANDUM

State of Alaska

TO: John Williams  
Chairman

DATE: January 27, 1983

FILE NO:

TELEPHONE NO:

FROM: Derrill L. Johnson  
Director, Administration  
& Operations

SUBJECT: SB-2 Vessels 24' & Under  
Exempt from Licensing  
Requirement

Kurt, Roger, Beth, Larry, Chris and I met to discuss the effects of the passage of the proposed legislation referenced above.

We concluded that if the bill were to pass in its present state, the following concerns would need to be addressed:

1. The majority of the vessels in the herring gill net and salmon hand troll fisheries are 24' and under. This bill would complicate and possibly defeat regulations promulgated by the Board of Fisheries for exclusive registration in the Cape Romanzof and Norton Sound herring gill net fisheries and the troll vessel registration system in Southeast. Both regulations are viewed by the Board as part of the overall management strategies for these respective fisheries.

The total number of vessels falling in the 24' and under category is equal to 45% of the total vessels licensed in the entire fishing fleet statewide. (See memo of January 20, 1982 24' and under exemption.)

2. Vessel licensing is the main criterion establishing vessel ownership for point classification in limited entry schemes. Loss of such information would result in inability to properly rank applicants.

3. Marking requirement regulations for buoys in the small vessel long line, gill net, and herring fisheries would need to be changed.

4. It would make it almost impossible to determine who is sport fishing or commercial fishing in the troll fishery.

5. Research data for historical profiles of vessel activity would be lost. There would be a direct impact on any further modeling for halibut, hand troll (and to some extent power troll),

and herring gill net fisheries because each have a high percentage of vessels 24' and under. Research suggests that these impacts could be minimized by lowering the exempt size to 18' or 20' but there is some concern about the reliability of vessel-length reporting.

If the intent is to remove vessel licensing requirements for salmon set netters, then two suggestions are offered:

1. All vessels used in conjunction with salmon set net operations are exempt from licensing requirements.

2. If the primary concern is for those fishermen using stationary salmon gear in the AYK and Yakutat freshwater river fisheries, then exempt all vessels used in conjunction with stationary salmon gear from commercial licensing requirements.

DLJ/dw

# MEMORANDUM

# State of Alaska

TO: John Williams  
Chairman

DATE: January 20, 1983

FILE NO:

TELEPHONE NO:

FROM: Derrill L. Johnson  
Director, Administration & Operations

SUBJECT: 24' and under vessel  
exemption

In answer to your inquiry regarding the number of vessels licensed annually and their length, I have compiled the following:

# of vessels statewide < 24 feet	7,573
# of vessels statewide > 25 feet	<u>9,061</u>
Total vessels licensed in 1982	16,634

If all vessels 24 feet and under were exempted from state licensing requirements, it would represent 7,573 or 45% of the total fleet. This would mean a loss of \$151,460 ( $7,573 \times \$20$  license fee = 151,460) in license revenues.

If on the other hand you were to exempt only AYK vessels 24 feet or under it would only affect 88% of the total AYK vessels; 12% would still have to license annually.

# of vessels in AYK < 24 feet	1,751 X \$20 license fee = \$35,020
# of vessels in AYK > 25 feet	<u>231</u> X \$20 license fee = \$ 4,620
Total AYK vessels	1,982

\* All data compiled from 1982 year-end computer file.

DLJ:nlg

Introduced: 1/18/83  
Referred: Resources

1 IN THE SENATE

BY FERGUSON

2

SENATE BILL NO. 2

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

THIRTEENTH LEGISLATURE - FIRST SESSION

5

A BILL

6

For an Act entitled: "An Act providing for a license exemption for commercial fishing vessels 24 feet or less."

7

8

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

9

\* Section 1. AS 16.05.490(a) is amended to read:

10

(a) As a condition to delivery or landing of fish or engaging in

11

commercial fishing in the state, a license is required for a commercial vessel more than 24 feet in length, including a vessel used in

12

charter service for the recreational taking of fish and shellfish.

13

Offered: 4/15/83  
Referred: Rules

Original sponsor: Ferguson

1 IN THE SENATE BY THE RESOURCES COMMITTEE

2 CS FOR SENATE BILL NO. 2 (Resources)(efd added)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 THIRTEENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act providing for a license exemption for certain  
7 commercial fishing vessels; and providing for an  
8 effective date."

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

10 \* Section 1. AS 16.05 is amended by adding a new section to read:

11 Sec. 16.05.495. VESSEL LICENSE EXEMPTION. A vessel used for the  
12 commercial capture of salmon exclusively in the drainage systems of  
13 the Yukon and Kuskokwim Rivers, Norton Sound, and Kotzebue Sound is  
14 exempt from the licensing requirements of AS 16.05.490.

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

Offered: 6/20/83  
Referred: Rules

Original sponsor: Ferguson

1 IN THE SENATE BY THE RESOURCES COMMITTEE  
2 HOUSE CS FOR CS FOR SENATE BILL NO. 2 (Resources)  
3 IN THE LEGISLATURE OF THE STATE OF ALASKA  
4 THIRTEENTH LEGISLATURE - FIRST SESSION  
5 A BILL  
6 For an Act entitled: "An Act providing for a license exemption for certain  
7 commercial fishing vessels; and providing for an  
8 effective date."  
9 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:  
10 \* Section 1. AS 16.05 is amended by adding a new section to read:  
11 Sec. 16.05.495. VESSEL LICENSE EXEMPTION. A vessel used exclu-  
12 sively for the commercial capture of salmon in the drainage systems of  
13 the Yukon and Kuskokwim Rivers, or at a set net site, is exempt from  
14 the licensing requirements of AS 16.05.490.  
15 \* Sec. 2. This Act takes effect January 1, 1984.

# LSR & T... this is a road?

## Some Facts About The LSR & T Program

**L**ocal 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/or 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 foot wide stream can be just as important as is the Golden Gate Bridge.

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

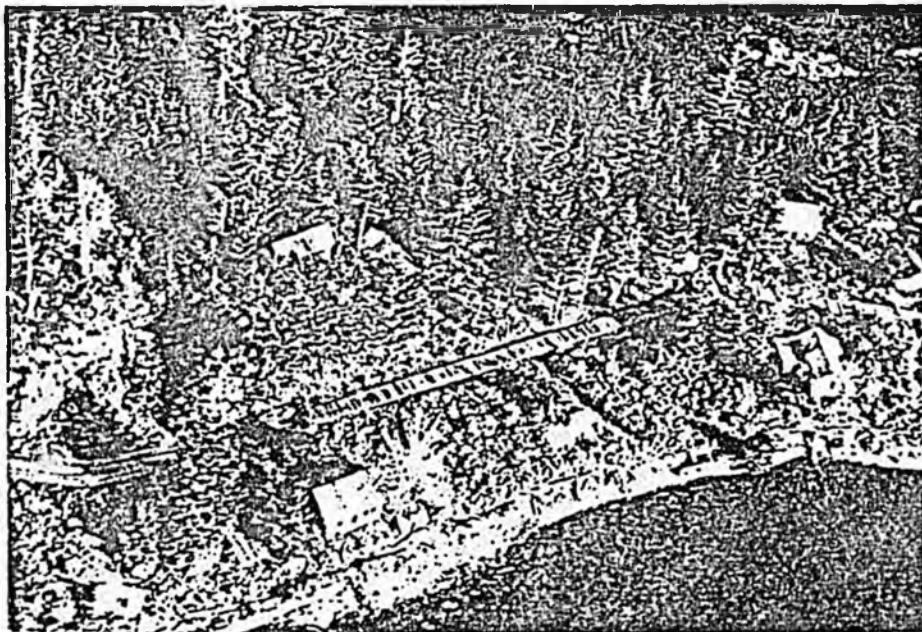
Port Alexander Boardwalk  
Project G-30399

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:

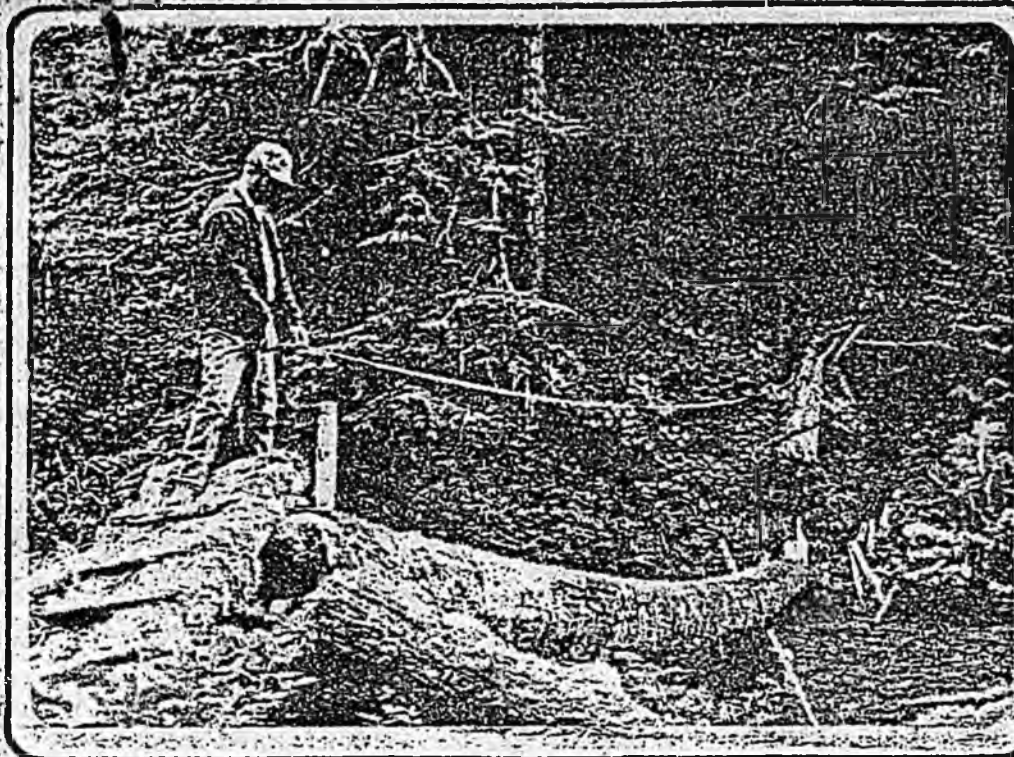
1. Kasaan Bridges and Boardwalk. Reconstructed to provide access from the harbor to town. Existing structures were completely rotten and the community had no funds.

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 southeast, 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.



#### *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.*

## 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

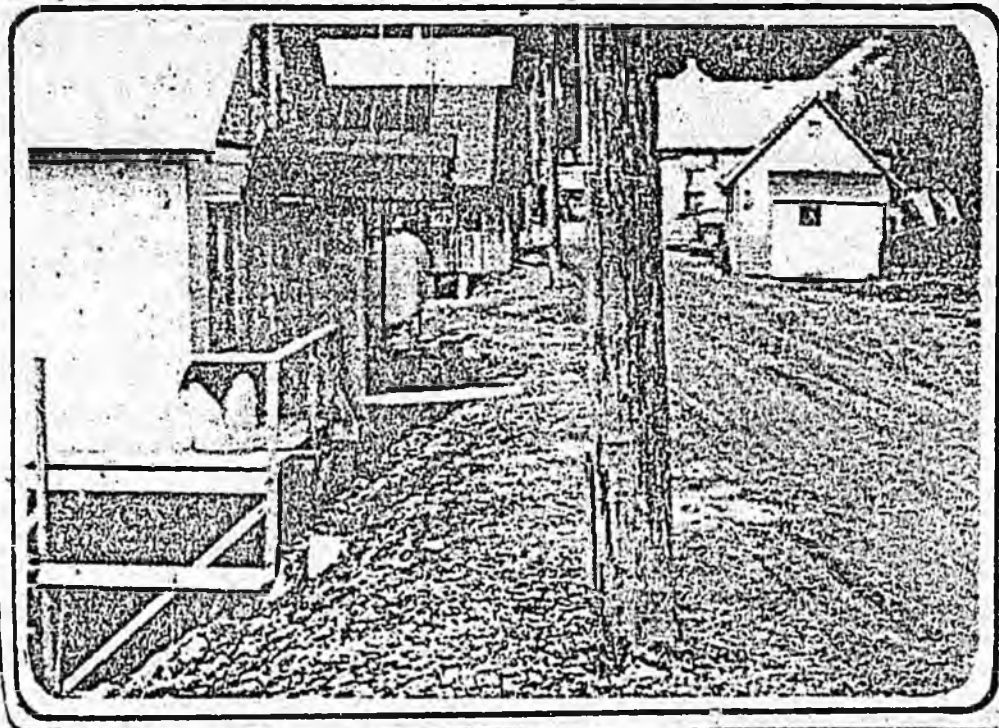
The purpose of this project was twofold. First to reinforce the log bulkhead along Front Street in Hoonah, and secondly to afford a measure of shore protection in areas where there was no bulkhead.

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 Carteeti, 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.





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;

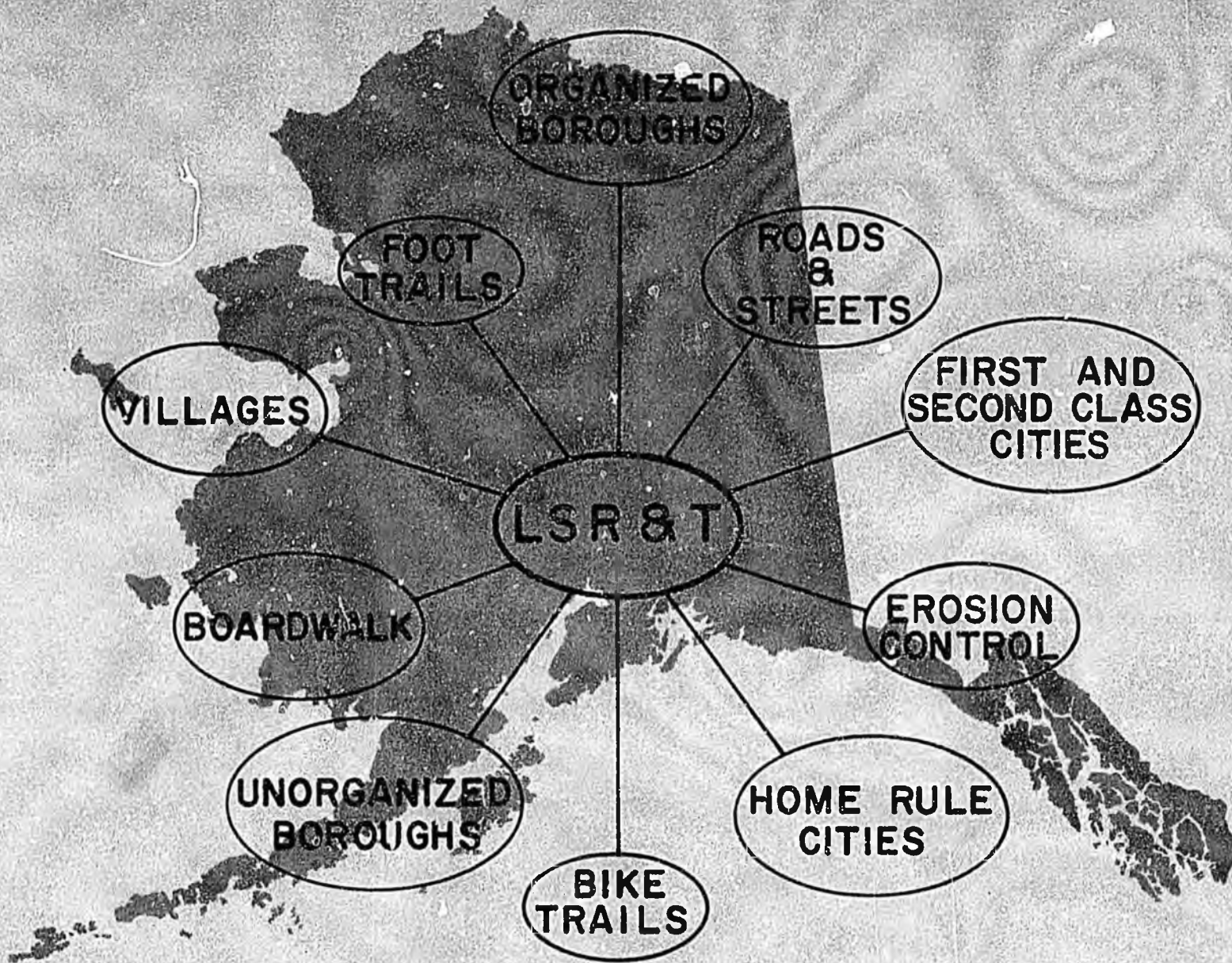
(2) it will provide the first year-round, overland route from north of the Yukon River to the Arctic Ocean, and will consequently result in the completion of a highway from the Pacific Ocean to the Arctic Ocean;

(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.