

ALASKA AIRLINES COMPANY
2104

2104 HT. TRANSPORTATION PACKAGE - BACKUP INFO. 2104

several years. Very honestly, I have no intention of ever boarding an Alaska ferry again, and I certainly will do my best to discourage others from doing so.

While I understand the basic need for the ferries as transport for residents of Southeast, and concur fully in the validity of the concept, I have found nowhere in your travel promotional materials a warning that such inconveniences should be expected, or that the system hires surly officers so as to discourage pleasure passengers.

We found most of the deck and dining crew to be pleasant, cooperative and interested in assuring that we enjoyed the voyage. The pursers (there were two plus assistants on the voyage to Juneau) and the first officer we encountered have left a bad taste we'll be a long time forgetting. Other passengers commented to us from time to time, also, about the apparent lack of interest in passenger care exhibited by these officers.

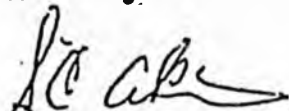
I have taken time to write this letter because I am deeply disturbed that the State of Alaska will tolerate attitudes of the kind we encountered among its employees, and particularly so in a group which represents much of the first impression visitors from outside will have of our State.

I am sending copies of this letter to my area legislators, and to the editors of the various newspapers in the Southeast ports touched by the ferries. Copies also are going to the various tourism promotional groups in the State.

In the future, I will recommend to friends and acquaintances planning a trip aboard the ferry system that they think twice before making reservations.

I believe that you and your administrative staff should take a careful look at the procedures used to ticket passengers, at the methods used to determine loading/offloading procedures, and that you should make a very careful examination of the public relations attitudes of ships' crews and officers, particularly those who are in daily contact with passengers.

Sincerely


Samuel C. Akin

Recently, news reports have referred to possible legislative action to restructure the Department of Transportation and Public Facilities, or to establish a separate operating agency for the Division of Marine Highways which operates the Alaska Ferry System.

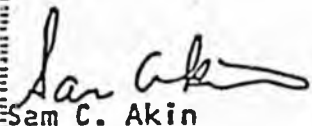
Last summer, our family had the distinct displeasure of traveling from Seattle to Juneau aboard the ferry system vessel MV Matanuska. I was embarrassed for all Alaskans to hear the comments about the voyage by visitors from out of state, and I was tremendously disappointed in the functioning of a group of state employees who are the first Alaskans many of our visitors encounter. So disappointed, in fact, that I wrote the attached letter to the System Director, Jim Eide.

Mr. Eide responded to my letter, but in the ensuing months, I have misplaced that letter. His response was polite, but only apologetic, not giving any indication that serious effort would be taken to improve the situation which ruined our trip.

I hope that when the matter of restructuring the DOT/PF arises, you will take some of the information in my letter to Eide as a basis for considering the problem. The present DOT simply is too massive and unwieldy for any single person to control, and long-entrenched employees have made plain that they have no interest in improving their performance or the system's operation. If the ferry system is to continue as a viable substitute for highways in Southeast, some action must be taken to bring the organization back under control of properly constituted authority. At the moment, it appears that only union membership carries authority within the ferry system.

You may use my letters in whatever fashion you deem appropriate.

Sincerely



Sam C. Akin

City of Nondalton
General Delivery
Nondalton, Alaska 99640

March 9, 1982

Rep. Bette Cato
Pouch V
Juneau, Alaska 99811

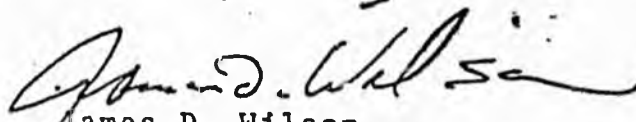
Dear Rep. Cato:

In reference to HB 652, I would like to take this opportunity to inform you of the rural area support for this bill.

If the municipalities could maintain airports and highways, the cost of state government would be less and maintenance would be from day to day instead of item by item.

Please keep us up to date on the progress of this bill and amendments if any.

Sincerely,



James D. Wilson
Mayor of Nondalton

JDW

STATE OF ALASKA

T. S. HAMMOND, Governor

FEB 24 1982

DEPT. OF COMMUNITY & REGIONAL AFFAIRS

OFFICE OF THE COMMISSIONER

POUCH B
JUNEAU, ALASKA 99811
PHONE: (907) 465-4700

POSITION PAPER ON HOUSE BILL 652

House Bill 652 authorizes and establishes a method by which the state may transfer road maintenance responsibilities for state highways to municipalities.

The Department supports this bill as it adds an additional option in the area of road maintenance which in many cases may be a less costly alternative than continued state maintenance. The present situation often creates redundancy with the state and municipalities each having to provide staff and equipment to maintain their respective roads. The Department notes that the bill excludes boroughs (the majority of which exercise road powers on a service area basis only). The Department believes that the Legislature should consider including boroughs under this bill on the condition that the borough accepts the transfer of responsibilities on a comprehensive (i.e. areawide) basis.

The Department supports the idea of granting local governments with as many responsibilities as they are capable or desirous of managing. Resources to administer these services should also be provided. This philosophy is reflected in existing State programs which provide financial aid to local governments and is even more clearly exemplified in SB 716/HB 746, the Governor's proposed revenue sharing reform bill.

STATE OF ALASKA

DEPT. OF COMMUNITY & REGIONAL AFFAIRS

OFFICE OF THE COMMISSIONER

JAY S. HAMMOND, Governor

FEB 24 1982

POUCH B
JUNEAU, ALASKA 99811
PHONE: (907) 465-4700

February 24, 1982

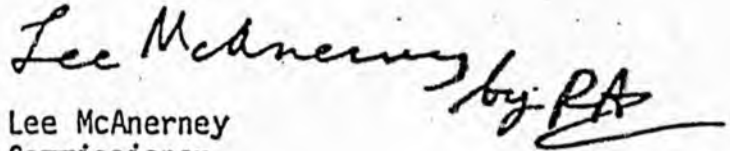
The Honorable Bette M. Cato
Chairperson, House Transportation Committee
Alaska House of Representatives
Pouch V
Juneau, Alaska 99811

Dear Representative Cato:

RE: HB 652

Enclosed please find the Department's position paper on House Bill 652. If you have any questions regarding our position on this legislation, please feel free to contact us.

Sincerely,



Lee McAnerney
Commissioner

Enclosure: Position Paper HB 652

House Bill 650

This bill relates to Capital Improvement Projects proposed by the Legislature. The idea of funding these projects in two phases could be very helpful because it has been my experience that without the detailed analysis of costs and the schedules contained in the Governor's Capital Improvement Program, it is very difficult to come up with a realistic cost estimate and construction schedule. The two phase funding approach would give everyone an opportunity to make these detailed estimates. This bill will, for all practical purposes, eliminate the public criticism directed at the Legislature and the Department resulting from inaccurate scheduling and poor funding estimates.

FEB 17 1982

STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

OFFICE OF THE COMMISSIONER

POUCH Z
JUNEAU, ALASKA 99811
(TELEX 45-328)

February 17, 1982

Honorable Bette Cato
Alaska House of Representatives
Pouch V
Juneau, Alaska 99811

Dear Representative *Cato*:

I would like to take this opportunity to express the Department of Transportation and Public Facilities support of the concept of phase funding of capital improvement projects proposed by the Legislature as introduced by your House Transportation Committee in H.B. 650. The Department uses the concept of funding capital projects by phases and has found it helpful in determining the optimum scope of projects and in the preparation of reliable cost estimates. Phase funding also allows appropriations for funding of construction of capital projects to be made just prior to the construction season. This eliminates the problem of appropriations being made but unspent for several years. Any possible negative impacts derived from phase funding would be more than off set by the advantages.

Sincerely,

RW
Robert W. Ward
Commissioner

Ferry

Wages discussed

By LORI EVANS

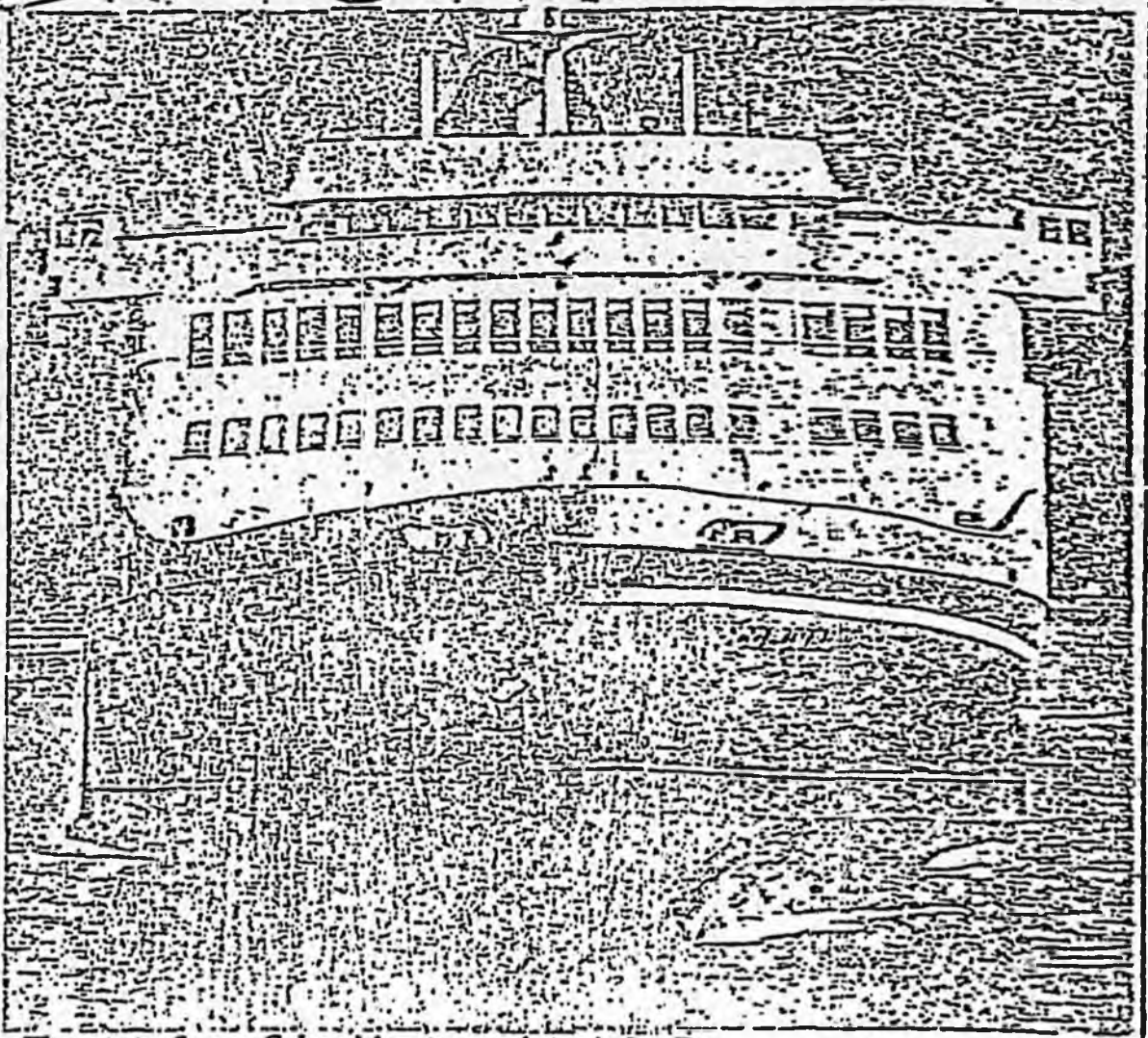
Empire Staff Reporter

Everything from selling the ferry fleet to a private corporation to establishing wages that reflect the cost-of-living between Alaska and Seattle are being considered as alternatives to induce ferry workers to move to Alaska, according to a list released by Juneau Sen. Bill Ray, chairman of the Senate Transportation Committee.

Ray and three members of his committee, along with House Transportation Committee Chairwoman Bette Cato, D-Valdez, presented the list of 15 alternatives to ferry workers — about 34 percent which live outside Alaska — during meetings this weekend in Seattle.

In addition to selling the fleet and favoring Alaskan ferry workers with higher wages, other alternatives in the list include:

- Paying a cost-of-living allowance to Alaska residents;
- Discontinuing Seattle service and establishing Prince Rupert, British Columbia, as the southern terminus;
- Placing a Malaspina or Columbia class vessel on the Seattle run for twice weekly service between Seattle andetchikan with all other vessels on intrz-state routes only;
- Minimizing lay-up time in Seattle by usingetchikan and Juneau as lay-up terminals. Seattle could only be used for dry dock for a maximum of two weeks per year;
- Giving preference to Alaskans in hiring;



The state ferry Columbia steams into Auke Bay

- Reclassifying ferry workers to eliminate the right to strike;
- Mandating a state stance on hiring practices, eliminating Seattle-based union hiring halls;
- Replacing mainline vessels with a fleet of hydrofoils with smaller crews. (five to seven compared to 25 to 50) and completely automated engine rooms with independent

- wheel house control;
 - Contracting with a private management firm to operate and manage the ferry system;
 - Placing ferry workers in a partially exempt or exempt service;
 - Encouraging ferry workers to decertify Seattle based unions in favor of Alaska-based organizations.
- Ray said the purpose of the weekend meetings was

to present union officials with ideas being considered to entice ferry workers to live in the state.

While Ray said the meeting, which lasted about four hours, was "positive," he added it is too early to say what — if anything — came of it.

Of the approximate 645 people employed on the ferries about 220 live outside of Alaska.

A real puzzler

THE OPERATION of Alaska's ferry system has always been something of a mystery to those who live in this part of the state. It appears that it likewise is pretty much a mystery to those who live in Southeastern Alaska, where the ferries are an important slice of the social and economic life.

Who could make much sense out of spending millions of dollars to build and staff vessels, only to assign the three largest ships in the fleet to be tied up and left idle at the Port of Seattle for one quarter of the year?

THAT'S THE WORD this week from the state's Marine Highway office, which announced that budget cuts imposed by the 1981 legislature will force cancellation of all service between Seattle and Alaska next March, April and May. During that period, the largest ships will be tied up at dockside and smaller ferries will make runs between Prince Rupert, B.C., and Southeastern Alaska ports.

Service will be continued to and from Seattle through the winter months of December, January and February — a time when it would seem that

traffic would be light. But the other side of that coin is that winter driving conditions are such that ferry business might be lost because people would be reluctant to undertake the 900-mile drive from Seattle to Prince Rupert.

GOV. JAY HAMMOND has said on previous occasions that the best way to save money on ferry operations is to keep the vessels tied up and out of operation. This latest move indicates that the experts managing the system agree.

But it's a funny way to way to run a ferry system — or so it seems from a distance, at any rate.

If the demand isn't great enough to support the system, or if the rates can't be set high enough to bring in reasonable revenues measured against operating expenses, this move is nothing more than a stop-gap remedy.

The situation calls for a long-term solution. That doesn't appear to be forthcoming from Juneau.

As it is, docking the ferries is good business for the Port of Seattle. But how it helps Alaska is — as we said at the beginning — a real mystery.

Q: 10/15/81

WILLIAM J. TOBIN
Associate Editor
And General Manager

DREX HEIKES
Managing Editor

Page A-8

Saturday, November 28, 1961

Anchorage
Times

Heavy seas

IN ALL the operations of the state government, there must be nothing more difficult than running the Alaska marine highway system. Things have not been going well with the ferry service. As a matter of fact, the situation hasn't been good for a long time.

Granted, it's proper to expect high performance from all those who draw state pay for providing public services. True, it's disappointing when things don't seem to function properly. Admittedly, it's all too easy to be critical when that happens.

A new legislative report makes the marine highway operation a matter of timely concern. A \$16.5 million refurbishing job on the ferry Taku, it was reported, has left the vessel listing, with serious mechanical and structural deficiencies.

Who's to blame?

ACCORDING TO Sen. Bill Ray, the Juneau Democrat who heads the Senate Transportation Committee, the fault lies with the Alaska Department of Transportation and Public Facilities, the agency that directs the ferry system.

Department officials deny the allegation. They say the legislative investigation, conducted by Sens. Ray and Ed Dankworth, the Anchorage Republican who is co-chairman of the Senate Finance Committee, was inadequate and deficient itself.

Indisputably, there is concern over the way the ferry system is being run. Complaints are common about the mishandling of passenger bookings. Hardly anyone can be certain that schedules will be met because frequent mechanical breakdowns result in cancellation of sailings.

by-word for customer relations. There has been a running battle over the propriety of having Alaska ferries manned mainly by crewmen who live in Seattle. The ships seem to spend more time tied up in Seattle for repairs and servicing than they do in plying their routes. Things are so bad financially that Gov. Jay Hammond has canceled service to and from Seattle for three months early next year.

Rather than emphasizing the negative, however, Alaska's goal should be to find a positive approach to correct the problems and make the system sail smoothly. Surely there must be a way — or is the situation so hopeless that the only alternative would be to abandon the whole operation?

NOBODY WANTS THAT to happen. The ferries were conceived primarily to provide surface transportation between the island cities of Alaska's scenic Southeastern panhandle, where it is impossible to build highways in the traditional sense.

The task of operating the system is one of the many responsibilities of the Department of Transportation. Maybe that's one of the problems. It could be that the duties and responsibilities of the department and its people are so wide-ranging that, bureaucratically speaking, effective management is impossible.

The first step may be to provide the department with effective assistance to examine its structure and procedures — not in an atmosphere of accusation and condemnation but with a positive approach aimed at corrections that will make the ferry system work.

Clarify something

MAR 9 1982

Woodrow Johansen
P.O. Box 80422
College, AK. 99708

March 3, 1982

Subject: House Bills/DOT&PF

Steve Soenksen
Administrative Assistant
House Transportation Committee
Alaska House of Representatives
Pouch V
Juneau, Alaska 99811

Dear Mr. Soenken:


I want to thank you for the opportunity of reviewing the seven pieces of legislation recently introduced to the House of Representatives concerning reorganization of the Department of Transportation and Public Facilities.

I found the proposals interesting and it is heartening to know that there are concerns in Juneau for the efficient administration of the transportation segment of the state government.

I cannot agree with all proposed changes but they definitely are a starting point for discussion.

There are attached my comments on the bills submitted in numerical sequence.

Sincerely,



Woodrow Johansen

Attachments

MAR 9 1932

House Bill 648

This bill is an attempt to streamline the functions of the Public Facilities Section of the Department of Transportation and Public Facilities by transferring the Public Facility functions to the Department of Administration.

I have always felt that to efficiently administer a function, the administrator should have a working knowledge of the function he is administering. To transfer these functions to Administration is to create more chaos in an organization that is just now recovering from the changes instituted by the organization of the Department of Transportation and Public Facilities and from the added responsibilities dropped on them through the tremendous Capital Improvement Program instituted by the legislature in recent years. I believe this function should be split away from the Department of Transportation and Public Facilities but when you consider the magnitude of the program which they administer and if the functions of Building Maintenance were made a part of these responsibilities (and after all Building Maintenance should be a part of the function of such an organization), there is no doubt in my mind that the Division of Public Facilities is large enough to stand alone as a department. If you will examine the Department of Fish and Game, the Department of Natural Resources, the Rural Education Districts, and study the facility planning, design and construction now being handled by continually expanding architect engineering functions within these organizations, all of which should be handled by the Department of Public Facilities; there is every justification that such an organization could stand alone among the departments of state government.

If it is contrary to the thinking of the Transportation Committee to consider such a plan, I believe, then, that the planning, architect, engineering, and maintenance functions of Public Facilities should remain under the umbrella of Transportation, the one organization that is staffed with technical people capable of administering and understanding the problems inherent in the Public Facilities organization.

House Bill 649

This bill establishes five Department of Transportation and Public Facilities Regions within the state and further places a director in charge of each region. I have no comment on the number of regions established. I do believe, however, that the boundaries of the regions should be studied. Consideration should be given to the transportation and communication facilities within the regions and between the regions. I heartily agree with the concept of placing one individual in charge of a region, that individual to be completely responsible for the functioning of the department within that region. I also believe, however, that there must be an organization existing within the state exercising control over all the regions by establishing policy and procedures on a statewide basis. Without this statewide organization to establish uniformity in policy and procedure, the department would function as a group of independent entities.

House Bill 650

This bill relates to Capital Improvement Projects proposed by the Legislature. The idea of funding these projects in two phases could be very helpful because it has been my experience that without the detailed analysis of costs and the schedules contained in the Governor's Capital Improvement Program, it is very difficult to come up with a realistic cost estimate and construction schedule. The two phase funding approach would give everyone an opportunity to make these detailed estimates. This bill will, for all practical purposes, eliminate the public criticism directed at the Legislature and the Department resulting from inaccurate scheduling and poor funding estimates.

House Bill 651

This bill establishes an Alaska Marine Highway Authority to plan, construct, operate, and manage facilities for the Marine Highway System. I believe such an authority is a step in the right direction and its creation will do a great deal to enable the local areas to provide information to the Marine Transportation System.

I do not agree with the designation of directors being limited in selection to any particular vocation. Any vocation that may be required in the deliberations of the Authority can and should be acquired through the use of consultants. It is more important that the directors be drawn from coastal communities and the industries which serve those communities. They would be knowledgeable of the needs and the desires of those served by the System.

file
B.11 Package
Back-up

House Bill 652

This bill provides for local control of state highway maintenance. It is a bill which I cannot agree with.

Those municipalities which have home rule or are first class cities now perform maintenance on state highways within their jurisdiction under reimbursable services agreements. This means that the local governments perform the work but under agreement with the State of Alaska which establishes uniform policies and procedures for this maintenance throughout the state. I believe a bill such as this, if enacted, would create chaos in state highway maintenance within municipalities since its enactment would remove responsibilities for maintenance from the state. I believe the procedure now followed provides for maintenance by municipalities on state highways but does so in a uniform manner with control resting with the state. If the state is responsible for the maintenance of state highways, as it is under present state and federal law, it must establish levels of maintenance and monitor the work to see that it is performed.

House Bill 653

This bill changes the fiscal year for the Department of Transportation and Public Facilities. It is my guess that this bill was introduced in an effort to coordinate the state fiscal year with the federal fiscal year and it will certainly do that. In so doing, however, the bill ignores the fact that such a fiscal year will hamper preliminary engineering work now performed with funds available July 1 by delaying the time that field work can be performed to the point where it cannot be performed in much of Alaska until the following spring. I believe the benefit derived from establishing a fiscal year for the Department of Transportation and Public Facilities to coincide with the federal fiscal year is lost when one considers the delay in field work. I believe this bill serves no good purpose.

House Bill 654

This bill establishes a Board of Transportation to head up the Department of Transportation. By establishing this board much of the political pressure can be taken from the department; and furthermore, with such a board established, the comments and opinions of the local populace will be heard much more effectively. The only improvement on this bill that I could suggest which also applies to HB 651 is that the members of the board be elected by the people of Alaska rather than appointed by the Governor.

413645

STATE OF ALASKA THE LEGISLATURE

POUCH Y - STATE CAPITOL
JUNEAU, ALASKA 99811
907-465-3800

LEGISLATIVE AFFAIRS AGENCY

MEMORANDUM

December 17, 1981

SUBJECT: Transfer of non-transportation projects
(Work Order No. 12-1992)

TO: Representative Bette M. Cato

FROM: Richard A. Bradley
Legislative Counsel *R*

Enclosed is a bill responsive to your request.

The request was direct enough but in the many sections giving responsibilities to the Department of Transportation and Public Facilities, certain problems were encountered. Please review the bill to determine that it complies with your request.

By and large, the separation of statutory functions into "transportation" and "non-transportation" functions works. But the line is sometimes hard to draw.

Thus the functions of "aeronautics" (AS 02) fit into a transportation mode and remain with the new department (Department of Transportation). These functions include aircraft registration (AS 02.20.010 et seq.); airport obstructions and zoning (AS 02.20.050, AS 02.25); and aircraft registration (AS 02.35).

I determined that the ferry system was concerned with transportation and left it with DOT. Thus transportation of animals on the ferries remains with DOT (AS 03.53).

Public racing (AS 05.35) involves highways and remains with DOT.

I recognize that both the Department of Administration (DOA) and DOT may need to exercise eminent domain AS 09.55.250; this continues the policy of present law.

Representative Bette M. Jato
Page 2
December 17, 1981

The review also sought to clean up existing law by eliminating references to the Department of Highways and the Department of Public Works. The former responsibility of DPW for public building standards thus goes to DOA. AS 14.-08.101(7), AS 15.08.161(b)(7), (c), (d), (e).

Shelter cabins and comfort stations at airports seemed more related to transportation; thus the function remains with DOT. The same conclusion suggested regarding shelter cabins, etc. on roads and trails (AS 18.40).

Transportation of nuclear materials is a responsibility of DOT (AS 18.45.030(5)).

The "safety" responsibilities at AS 18.60 seemed more localized and the former DPW function (of consultation) was assigned to DOA (AS 18.60.030(5)).

Responsibilities under AS 19 (Highways and Ferries) remain with DOT.

Since ferries remain with DOT, AS 23.40.040 assigns collective bargaining to DOT for certain ferry employees.

Highway sign coordination remains with DOT (AS 28.01.-010(d)).

Subsidies to freight carriers by water remains with DOT (AS 30.05). Marine communication was a close call, it seemed. It remains with DOT (AS 30.07.020).

Grants for port facilities construction was another close call; I elected to leave it with DOT (AS 30.15). Responsibilities for abandoned and derelict vessels remains with DOT (AS 30.30.170(1)).

Public facility procurement policies are assigned to DOA (AS 35.10.160). Construction procedures for public facilities also go to DOA (AS 35.15.080, AS 35.25, AS 35.27, AS 35.30).

AS 37.05.230(7) had references both to DOTPF and DOH; I recognize that the "Alaska bidder" provisions need to apply both to DOA and DOT.

DOT retains management of airports (AS 37.15). Public buildings accepted by the state from federal agencies, AS 37.20, go to DOA.

The former DOH responsibility under the Right-of-Way Leasing Act, AS 38.35, is assigned to DOT.

DOT and DNR will select sites of historic or scenic value (AS 41.20.050). DOT will construct and maintain facilities at scenic sites (AS 41.20.060). See also 41.20.110(a), 41.20.220, 41.20.355, 41.20.360, 41.20.365, and 41.20.370.

The former DPW function relative to "civic, convention, and community recreation centers" (AS 43.18.300(b)(1)) goes to DOA. See also AS 43.18.500(d)(4)(B), as to cultural facility construction and development grants.

Motor fuel tax responsibilities of DPW (and DOH) go to DOT.

The new capital coordinating committee is realigned. The commissioner of administration is added and is made chairman because of his public facilities responsibilities. AS 44.-07.140(f).

The State Geographic Board seemed obsolete in its formulation; I have reorganized it, put DOA on and taken DOT off. AS 44.19.056.

I put DOA on the Alaska Coastal Policy Council, AS 44.19.-155(a)(2)(G) in place of DPW.

New sections are added at AS 44.21 to realign responsibilities of DOA/DOT. New section AS 44.21.350 will be recognized as former AS 44.42.055, "State Public Facilities Plan".

Sec. 44.21.355 duplicates, as to DOA, the authority given to DOT at AS 44.42.060. AS 44.21.360 comes verbatim from AS 44.42.080, with paragraph (2) deleted. AS 44.21.370 comes from AS 44.42.020(a)(13) - (15).

AS 42 is amended somewhat. The DOTPF becomes DOT. The responsibilities of DOTPF at AS 44.42.020(a) are amended to delete public facility responsibilities. Communication facility responsibility remains with DOT; this occurs in the

Representative Bette M. Cato
Page 4
December 17, 1981

repealer section. AS 44.42.055 as such is repealed (see new AS 44.21.350). So also are AS 44.42.065 - 44.42.070; AS 44.42.080 is repealed and reenacted to eliminate all paragraphs from the present section except (2).

RAB:ljb

Enclosure

Alaska State Legislature

House of Representatives

Committee on Transportation

Rep. Bette Cato, Chairman

March 31, 1982

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

TESTIMONY BEFORE HOUSE FINANCE COMMITTEE ON

TRANSPORTATION BILL PACKAGE

Mr. Chairman, members of the Finance Committee:

I appreciate the opportunity to testify before this committee on the bills relating to the reorganization of the Department of Transportation and Public Facilities.

These bills represent an interim of work that was performed by the House Transportation Committee--work that was done by a consultant through the Interim and also count' as hours of speaking with people throughout the state that have been interested in the operations of the Department of Transportation and Public Facilities.

The bills were brought about as a result of follow-up study on the Five Phase Audits performed by the Legislative Budget and Audit Committee; audits performed by different sectors of state government and additionally now, a further impetus for passing these bills is the Federal audit that many of you are aware of on the department's use of Federal ADAP funds.

These audits are performed for the purpose of operational analysis to gauge the relative efficiency of an operational system and to make recommendations for positive changes within that system.

These audits have been done with a lot of expertise and a lot of time going into them to find what areas need specific improvements. However, to date very little has been done even though these deficiencies have been pointed out.

No action has been taken in many areas and the problems that have been identified have been allowed to continue.

Mr. Chairman, these bills represent positive changes necessary to affect efficient operation of our largest state agency that employs the largest number of state employees that currently handles all capital improvement construction in the state.

This agency utilizes various funding sources from state funds, general funds, International Airport Revenue Funds, Federal funds and others. In the recent past, legislators, policy makers and the general public have all been disillusioned with regard to the Department of Transportation and Public Facilities. They have looked for some of the reasons why transportation modes have been inefficient and ineffective in Alaska. Maintenance has been poor; no new roads have been planned; nothing has been done to take a look at future development or to look at various scenarios. We're told now that that's being done but a thorough look at some of the reports that have been generated for the regional plans will show that these may not turn out to be as effective-- as worthwhile as they were originally thought to be. Nothing new has been pointed out in the reports that have been done. While a lot of state money has been spent, there hasn't been any significant progress shown.

I'd like to speak also on a topic that applies generally to all the bills that are before you for consideration and that is the Fiscal Notes that we've received for these bills. You'll notice as we go through the bill package that ^{Some} ~~many~~ of the bills have zero fiscal notes; others have an extremely significant impact on the fiscal operations of the state. I submit to you that while these fiscal notes are necessary and are valid for an understanding of the amount of the impact that these bills may have, they are inflated. Even the state agencies that prepared these fiscal notes said that they represent the absolute most that it could cost. For example, we see in the regions bill

that the fiscal note is somewhere around \$9 million. What this represents is a change from three (3) to five (5) regions. In the last two years, the department has been going from five (5) to three (3) regions and I don't see anywhere where they can say that they've saved \$9 million by consolidating. They haven't told us that they've saved anything; they've told us that they need more money for their operations! So I urge you to scrutinize and utilize your best judgement on the impact that's represented in many of these fiscal notes.

One other thing we'd like to mention is that while these bills were presented in a package, they were drafted as individual bills and each addresses an individual area of concern and we would hope that the bills would be considered on an individual basis--however, making up a package.

With that in mind, and with the committee's consent we'll begin with the first bill in the package.....

Alaska State Legislature

House of Representatives



Rep. Bette Cato, Chairman

Committee on Transportation

Pouch V
State Capitol
Juneau, Alaska 99801
(907) 465-4858

TESTIMONY BEFORE THE HOUSE FINANCE COMMITTEE

HB 650 LEGISLATIVE ADDITIONS TO CAPITAL IMPROVEMENT PROJECTS

BY THE HOUSE TRANSPORTATION COMMITTEE

House Bill 650 is a bill that is in the House Transportation Committee bill package that addresses situations in the Department of Transportation/Public Facilities. Historically, the public, contractors, and legislators have been dismayed with the capital project delays. There has been blame placed on various sources for these problems. Studies have been conducted, recommendations made, although little action has been taken.

In short, this bill provides for "two-phase funding". Through the interim study and looking at Legislative Budget and Audits recommendations in the five-phase audit of the Department of Transportation and public Facilities the committee received much input and support for this concept.

HB 653 - Changing fiscal year

Changing the fiscal year of the DOT from July 1 to October 1 is an excellent proposal. Currently the fiscal year ends on June 30, right in the middle of the construction season. This is detrimental from two standpoints:

1. The State funded projects that are passed by the Legislature usually hit the street in late June or July. Invariably the DOT has been working on other projects and it is forced to switch its priorities to match the requests made by the Legislature. The heat is on to get the projects out and advertised that same year but usually the summer season runs out before the projects can be advertised and everyone gets upset, from the Legislators down to the low level managers in the DOT. The fiscal year starting on October 1 will allow a few months of planning with emphasis on getting the projects out for advertising in the early part of the following year so that construction can begin in early Spring.
2. The Federal fiscal year currently ends on September 30, so moving the DOT fiscal year to September 30 will allow these two agencies to coordinate funding and project development in a manner that will reduce the confusion connected with Federal Aid obligations occurring during two different DOT fiscal years.

The DOT has not functioned efficiently since its creation. So far there is \$50,000,000 in Federal funds that have been allocated to the State of Alaska that have not been spent, because the DOT has not been able to get the projects ready to advertise on time. This money will lapse if the DOT fails to get its

current program out, plus the \$50,000,000 that is still being carried in the Federal books. Changing the fiscal year will relieve the pressure of the State funds disrupting the Federal Aid project development at the critical time in mid-summer and will allow the DOT time to fit the State funded projects into its work schedule.

There is an opportunity that is also being missed by the State of Alaska by not being able to obligate the \$106,000,000 in Federal funds that flow to it every year from the Federal Highway Administration. There are many states that have not been able to obligate all of their Federal funds because they are unable to produce the required State matching funds due to the economic conditions in many of the lower forty-eight states. Alaska could obtain these excess Federal Highway funds if it would increase production in the design section.

I realize that there are many State officials and many gubernatorial candidates who have stated that Alaska has too many funds already and it does not need any more. This is ludicrous when you look at the conditions of the existing highways in this State such as the Seward Highway south of Girdwood, the Glenn Highway from Mile 50 to Mile 135, the Tok Highway from Mile 30 to 75, the Alaska Highway from Delta Junction to the Border, the Richardson Highway from Mile 129 to 268, the Haul Road from Fairbanks to Prudhoe, plus almost all of the secondary highways and collector roads in this state. Alaska is years behind the rest of the forty-nine states in new highway development, and the current highway reconstruction is not keeping pace with the deterioration of the existing 10,000 mile Federal Aid system.

Changing the fiscal year to October 1 will also come at an opportune time for the Maintenance Section as they are in a transition period at that time each year, changing from their summer road maintenance schedule to their winter snow removal operation.

212 Sedgebrook Drive, Suite "C"
Fairbanks, Alaska 99701
907-456-1967

101 East 9th Avenue, Suite
Anchorage, Alaska 995
907-274-9922

February 18, 1982

To: Rep Cato / House Transportation C
1 of 4
From: Bob Thomas
re teleconference 2/24/82

Mr. Steve Soenksen, Administrative Assistant
Committee on Transportation
Pouch V
State Capitol
Juneau, Alaska 99811

Dear Steve:

Please excuse the delay in responding to your letter of January 30, 1982. I have been reviewing the seven bills introduced by the House Transportation Committee while traveling and have now gone through them all. Following are my specific comments:

H.B. 648

Section 34 AS 19.27.110(5) page 9, line 20.

There is also an "urban system". In Alaska, the State has the flexibility of spending urban dollars on other systems and vice versa. Perhaps this system ought to be added.

Section 69 AS 35.25.020(6) page 19, lines 4 and 5.

I think "boat harbor, jetty, dike, breakwater or airport" should remain within transportation.

Section 74 AS 35.30.020(1) page 19 through 23.

I think this authority should remain with the Department of Transportation.

Section 80 AS 37.20.030(c) page 21, line 20.

This refers to AS 37.20.010 and 37.20.020. These should be received to insure that they do not refer to airport terminals, ferry terminals, etc. (I did not have a copy with me while writing this.)

Section 101 AS 44.07.140(f) page 9, beginning at Line 20.

This change makes the commissioner of administration chairman of the capital coordinating committee. This could prove to be an awkward situation. The commissioner of administration is generally a person with a banking or personnel management background. If public facilities becomes a part of his responsibility, he/she would have to rely upon someone with

an engineering background to handle public facilities (probably at the deputy commissioner level—see general comments following specific comments in this bill). The capital coordinating committee need technical competence and the head of public facilities would likely take this role. Thus, you might end up with a deputy commissioner chairing a committee of commissioners which would soon degrade to all deputy commissioners by delegation.

Section 103 AS 44.19.056 page 28, line 12.

It appears to me that the commissioner of transportation would be much better suited for this role.

Section 107 AS 44.33.190 (b) line 12 and 13.

This section refers to a director of marine transportation within the Department of Transportation. I'm wondering if we wish to have a "director of marine transportation". Marine transportation spans southeast, southcentral, central, western regions and plus the possibility of a Yukon ferry; all of which would have stake in tourism. This doesn't fit well with the theme of decentralization.

Section 109 AS 44.42.040 (Entire Section).

In spite of what I said in the previous paragraph, total decentralization can pose serious problems—a balance must be met. All regions must be represented equally and each must feel they have an advocate (something now lacking); however, an overall statewide interest must be maintained as well.

That is why I urge assigning deputy commissioners a regional responsibility as well as a statewide functional responsibility. This concept is quite similar to the legislative system—a representative may be chairman of committee A but may be a member of committee B who's chairman is a member of committee A. Cooperation and respect is assured by this scheme. In the case of the department, deputy commissioners would be assigned major regional responsibility (Southeastern, Central and Interior). They would live there and would represent the commissioner in the region. In addition, he would have a statewide function such as planning, design and construction, etc. These overlapping functions would keep the deputy commissioner cognizant of both local and statewide needs and would force cooperation between regions. Of course, the commissioner would be the first to know if cooperation broke down.

The problem of having the commissioner's staff of deputies scattered throughout the State would enhance his awareness rather than stymie his operation. Conference calls and regular staff meetings rotated throughout the regions would replace daily meetings. (Presently it's difficult to get all the deputy commissioners and the commissioner together at once—one is stationed in Anchorage.) I would suggest that the deputy commissioners of planning, design and construction, and maintenance each be assigned to Southeast, Central and Interior regions. It doesn't matter who is where, whatever is convenient. The deputy commissioner of administration would remain with the commissioner with no regional function. He would be acting commissioner in the absence of the commissioner.

Steve Soenkson
Page 3

7 p. ltr
3 of 4

General

Removing public facilities from the department of transportation may resolve some of the management problems from the DOTPF, but public facilities should not be treated as a stepchild and placing it within the DOA could do that. Taking PF from one large department and placing it in the next largest may just be trading problems. I firmly believe public facilities could be well managed under the DOA or DOT or by itself. The important thing is to provide competent leadership no lower than the deputy commissioner level. This may mean creating a new position in the DOA. Consideration should be given to creating a small but competent department of public facilities. (This is in line with my facetious proposal to make each State position a department and then asking each department to eliminate one position.)

H.B. 649

Section 3 AS 44.42.045(b), lines 15 and 16.

The situation described here would severely weaken the commissioner's authority and compromise statewide cooperation. It pits region against region without any reason to compromise. It is better, in my opinion, to force cooperation and negotiation between regions within the department rather than cross departmental lines. Somehow bureaucrats can always point elsewhere and the legislators end up being the bad guy. In general, my comments on the previous bill apply here also.

H.B. 650

No specific comments.

In general, if it is at all possible, it is good to appropriate funding to a group of projects, especially at the planning and design phase. The ability to shift funds between projects is necessary at this phase. However, projects should be carefully grouped to eliminate shifting funds between regions and similar misuse.

H.B. 651

Section AS 19.70.020(a).

As pointed out previously, marine transportation is statewide and addressing only the marine highway may be short-sighted, especially since the State is now considering getting into the Yukon ferry business (Inland Waterways). In any event, I suggest that the State be represented geographically as well as industrial and occupational.

Section AS 19.70.110(b)

I wonder what this limit of State liability would do to bond ratings as well as availability of Federal Aid Funds. Given the dismal financial performance of the marine highway, I could see bond ratings being low and the State paying more than if bonding were acquired on a more comprehensive basis.

Section 4 AS 19.60.020 and Section 6 AS 19.60.040.

This could result in an incompatible situation. A city street may serve now--under these sections, the State would be required to construct a highway. What about maintenance, liability, etc. etc.?

Steve Soenksen
page 4

Rep. Cato.
4 of 4

Section 7 AS 19.60.050 line 22.

I fail to see the reason to change "shall" to "may". If the intent is to provide some flexibility, it is not comparable with Section 4 AS 19.60.020.

Section 10 AS 35.27.030(2)

This whole section is confusing. For instance, where do maintenance stations fall?

Section 12 AS 44.42.020(a)(1)

Under this arrangement we will have two bureaucracys doing essentially the same thing. In that neither one are profit centers, nor will they likely be, both will be competing for State transportation dollars. I don't think the public wins.

H.B. 652

No specific comments.

Certain urban highways can and should be the responsibility of local governments; however, in almost all cases primary and secondary highways should remain a State responsibility for both consistant maintenance statewide and efficiency of scale. Under this bill the State becomes responsible for most highways with low traffic and high maintenance. And what about airports?

H.B. 653

This bill makes a lot of sense.

H.B. 654

Section 4 AS 44.42.050(a).

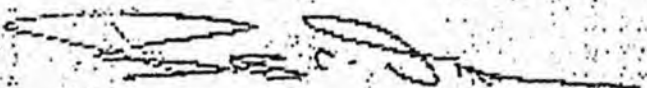
Present wording makes this an impossible task. I suggest that the words "and update" after "develop" on line 27.

General

The concept described in this bill works in other states and has merit.

Thank you for the opportunity to provide my thoughts on these bills.

Sincerely,



Bob C. Thomas, P.E.

Report attacks transportation bureaucracy

by Bill White
Times Journal Bureau

Juneau — The state Department of Transportation is described as plodding, inefficient and unresponsive to the needs of the state in a just-released legislative report.

The department should be decentralized and stripped of some of its authority so that projects that often take years to begin after they are funded can get moving, said the report by the House Transportation Committee, which conducted a year-long examination of the agency.

Since fiscal year 1975, "the Legislature has appropriated approximately \$3.8 billion for capital improvement projects. However, capital expenditures average less than \$300 million" a year from that year through fiscal 1980, the report said. "At June 30, 1980, approximately \$825 million remained unexpended. Status reports list allocations for capital improvement projects that date to 1972. Many projects funded in 1974-75 are still in the design state."

Committee Chairwoman Bette Cato, D-Valdez, has proposed a seven-bill package to revamp the department so it will begin projects faster. Hearings on several of the bills, which are priority legislation for the House ruling coalition, are set for next week.

"The department has become so large that it is inefficient. The new plan would make (it) more responsive in getting projects to the construction phase," Cato has said.

The report recommended removing responsibility for state buildings from the department and giving it to the Department of Administration. It also suggested creating five districts in the state each with authority over its region.

The decentralization proposal has been around for some time. Several years ago the department set up offices of its design and construction unit in Anchorage, Fairbanks and Juneau. And a year ago, Lt. Gov. Terry

Miller recommended in a memo to the governor that the regional manager system be revived.

"Without regional authority and responsibility, the lines of responsibility are unclear," the report said.

"It is often not possible to determine who in the department is responsible for a (construction) project or any portion of a project either by individual or even by region. Further, often there is no one person who has overall authority and responsibility for (the construction programs)," according to the report.

Delays have become a matter of routine, it suggested. In one case, an audit revealed the department took 19 months to notify the Health and Social Services Department that it didn't have enough money to install sprinklers at the Alaska Psychiatric Institute.

The report also questioned the massive size to which the Transportation Department has grown. It's "the largest department in the state with over 3,300 authorized operating and (construction program) employees. Considering that the department is to contract for all professional services over \$5,000, this is an extremely high number of employees."

Other recommendations of the report are:

- Letting local governments run projects within their boundaries.
- Setting up a transportation board to insure public participation. The board would appoint a commissioner to be approved by the governor.
- Changing the fiscal year to start in October, when the federal fiscal year begins. This would let the department get its funding from both the state and federal governments at the same time.
- Severing the planning and construction functions.
- Establishing a Alaska Marine Highway Authority.

HB 649 "an act relating to regions in the Department of Transportation and Public Facilities; prescribing the duties of regional transportation and public facilities directors; and providing for an effective date."

This bill establishes regions as does the bill that outlines the board and its responsibilities. That bill may incorporate this bill as there are some similarities. *** Keep in mind here and throughout this analysis, that all of these bills were drafted as though if one of them passed and the others didn't, the individual bill that did pass would serve to help out some of the identified problems that the bills, in total, are to address. Therefore, they can stand alone on their own and at the same time can be incorporated as a group easily.***

It also requires that each director has at least 6 years experience in transportation construction or engineering. It gives geographical boundaries (could be charted on a map for the committee consideration) and also lists duties of regional transportation and public facilities directors.

Sec. 3. AS 44.42 Adds a new section for duties of the directors.

(a) Each director is responsible for planning, design, and construction within the region consistent with the state transportation plan and the public facilities plan.

(b) directors shall submit to the commissioner proposed program plans, program budget requests, and reports of program performance at a time directed by the director of the division of budget and management. The commissioner may comment on the plan but shall forward it to budget and management without change.

(c) The directors shall submit to the commissioner a plan for their region implementing the statewide plan 90 days prior to the end of the fiscal year, for the following year. A change in the plan can be submitted at any time but the commissioner has 90 days to disapprove of the plan.

This bill takes effect July 1, 1982

MAR 9 1982

Woodrow Johansen
P.O. Box 80422
College, AK. 99708

March 3, 1982

Subject: House Bills/DOT&PF

Steve Soenksen
Administrative Assistant
House Transportation Committee
Alaska House of Representatives
Pouch V
Juneau, Alaska 99811

Dear Mr. Soenken:


I want to thank you for the opportunity of reviewing the seven pieces of legislation recently introduced to the House of Representatives concerning reorganization of the Department of Transportation and Public Facilities.

I found the proposals interesting and it is heartening to know that there are concerns in Juneau for the efficient administration of the transportation segment of the state government.

I cannot agree with all proposed changes but they definitely are a starting point for discussion.

There are attached my comments on the bills submitted in numerical sequence.

Sincerely,



Woodrow Johansen

Attachments

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
Bill/Resolution No. HB 648 - Transfer certain functions of Department of Title Transportation & Public Facilities to Department of Administration
Requested by _____ Date _____

II. FISCAL DETAIL
Agency Affected Transportation & Public Facilities
Program Category Affected Transportation
BRU, Program, Or Subprogram(s) Affected All - See attached
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
100 PERSONAL SERVICES		11491.3				
200 TRAVEL		(623.8)				
300 CONTRACTUAL		(7218.1)				
400 COMMODITIES		(5199.3)				
500 EQUIPMENT		(47.9)				
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL		(24580.4)	Assume increase with inflation.			

FUNDING (Thousands of Dollars)

GENERAL FUND		(19092.5)				
FEDERAL FUNDS						
OTHER (Specify Source)						
<i>Const accounts</i>		(5487.9)				

POSITIONS

FULL TIME		(236.0)				
PART TIME						
TEMPORARY						

VII. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)

Assumes transfer of building and facility type structures to Department of Administration. Does not transfer building maintenance at Anchorage and Fairbanks International Airports.

Bill is confusing as to harbors, etc. that were previously with Department of Public Works. We have assumed transportation items such as harbors and airports remain with the Department of Transportation.

See attached for particular BRU adjustments.

IV. DATE 2/17/82 PREPARED BY Dou Lind
AGENCY DOT/PF
Original: Legislative Finance PHONE 465-3900
cc: Budget and Management
Prime Sponsor (First Legislator Named)
33-001 (Rev. 12/81)

	<i>Personal Services</i>		<i>Travel</i>		<i>Contractual</i>		<i>Grants</i>		<i>Other</i>		<u>Funding</u>		
	<u>100</u>	<u>200</u>	<u>300</u>	<u>400</u>	<u>500</u>	<u>Other</u>	<u>Total</u>	<u>General Fund</u>	<u>Other</u>	<u>PFT</u>	<u>Staff</u>	<u>Mos</u>	
<u>Maintenance & Operations-Facilities</u>													
Central Region	1126.4	20.2	1749.3	400.2	-	-	3296.1	3049.5	246.6	26.0	330.4		
Interior Region	965.1	12.2	1795.4	682.5	-	-	3455.2	3093.1	362.1	22.0	286.8		
Dalton Highway	548.0	103.4	110.3	982.8	-	-	1744.5	1679.1	65.4	9.0	136.8		
Southeast Region	1553.4	23.7	2138.4	1089.3	19.6	-	4824.4	4736.1	88.3	34.0	442.6		
Western Region	255.0	5.0	270.8	299.0	-	-	829.8	775.1	54.7	4.0	63.6		
Southcentral Region	879.1	11.2	466.7	1595.9	24.8	-	2977.7	2207.4	770.3	16.0	226.2		
Subtotal	<u>5327.0</u>	<u>175.7</u>	<u>6530.9</u>	<u>5049.7</u>	<u>44.4</u>	<u>-</u>	<u>17127.7</u>	<u>15540.3</u>	<u>1587.4</u>	<u>111.0</u>	<u>1486.4</u>		
<u>Planning & Programming-Facilities</u>													
Central Region	949.6	32.5	51.7	10.0	1.6	-	1045.4	1045.4	-	21.0	252.0		
Interior Region	443.0	13.5	42.4	7.2	.7	-	506.8	506.8	-	8.0	96.0		
Southeast Region	427.8	24.8	178.2	10.5	1.2	-	642.5	642.5	-	9.0	108.0		
Subtotal	<u>1820.4</u>	<u>70.8</u>	<u>272.3</u>	<u>27.7</u>	<u>3.5</u>	<u>-</u>	<u>2194.7</u>	<u>2194.7</u>	<u>-</u>	<u>38.0</u>	<u>456.0</u>		
<u>Design & Construction-Facilities</u>													
Central Region	1693.4	78.2	66.7	21.2	-	-	1859.5	290.9	1568.6	34.0	412.8		
Interior Region	1368.5	186.6	121.3	18.3	-	-	1694.7	418.5	1276.2	25.0	304.0		
Southeast Region	1053.6	112.5	226.9	82.4	-	-	1475.4	419.7	1055.7	20.0	243.7		
Subtotal	<u>4115.5</u>	<u>377.3</u>	<u>414.9</u>	<u>121.9</u>	<u>-</u>	<u>-</u>	<u>5029.6</u>	<u>1129.1</u>	<u>3900.5</u>	<u>79.0</u>	<u>960.5</u>		
<u>Administration</u>													
Support Services	28.4	-	-	-	-	-	28.4	28.4	-	1.0	12.0		
Regional Operations	200.0	-	-	-	-	-	200.0	200.0	-	7.0	84.0		
Subtotal	<u>228.4</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>228.4</u>	<u>228.4</u>	<u>-</u>	<u>8.0</u>	<u>96.0</u>		
<u>TOTAL</u>	<u>11491.3</u>	<u>623.8</u>	<u>7218.1</u>	<u>5199.3</u>	<u>47.9</u>	<u>-</u>	<u>24580.4</u>	<u>19092.5</u>	<u>5487.9</u>	<u>236.0</u>	<u>2998.9</u>		

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
 Bill/Resolution No. HB 649 Relating to regions in DOTPF and prescribing
 Title duties of directors
 Requested by House Transportation Committee Date 1/21

II. FISCAL DETAIL
 Agency Affected _____
 Program Category Affected _____
 SRU, Program, Or Subprogram(s) Affected _____
 (Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL	up to 9720.0					

FUNDING (Thousands of Dollars)

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
GENERAL FUND	up to	9720.0				
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)
 The operating costs to duplicate the regional organizations for the Design and Construction Unit and the Planning and Programming Unit in two additional regions would approximate \$9.7 million in general funds. This estimate does not attempt to cover any costs which would be required for space and other capital costs.

The actual costs would vary greatly based upon the level of autonomy desired in the regions and the refinement of possible reduction in the existing regions. Reductions for duplication of effort would be minimal compared to the total cost.

Reductions to the existing regions have been limited to those now used for the Nome and Valdez Residencies and the three existing director positions which would be deleted.

IV. DATE February 22, 1982 PREPARED BY Ronald Lind *RL*
 AGENCY DOT/PF
 Original: Legislative Finance PHONE 465-3000
 cc: Budget and Management
 Prime Sponsor (First Legislator Named)
 33-001 (Rev. 12/81)

The cost estimates are based upon the assumptions that only the Design and Construction and Planning and Programming Units would be expanded into the two additional regions. No specific estimates have been made for costs of increased administrative services required in the regions.

The costs were calculated as follows:

For the Design and Construction activities, the lower general fund amount in the Southeast or Central Division in the 1983 budget for each component was used. The general fund costs for the two residencies were then deleted. The estimate for the Planning and Programming activities is based upon costs for the Transportation and Facility components for the Interior Region. The direct costs for capital projects were not included because it is assumed that they would be transfers.

Attachment

Attachment for Fiscal Note - HB 649

	<u>General Fund</u>	
	<u>Operating</u>	<u>Indirect</u>
Central Region - Director's Office	450.0	105.0
" " Technical Services	260.0	200.0
" " Buildings & Harbors	395.0	175.0
Southeast Region - Right of Way	310.0	20.0
" " Highway and Aviation	570.0	95.0
Subtotal:	\$1,985.0	595.0
Southcentral Residency	[30.0]	-
Western Residency	[40.0]	-
	\$1,915.0	595.0
Estimated COLA 20%	380.0	120.0
	\$2,295.0	715.0
Interior Transportation Planning	\$1,450.0	-0-
" Facility Planning	500.0	-0-
	\$1,950.0	-0-
Estimated COLA 10%	200.0	-0-
	\$2,150.0	
Subtotal D & C and P & P	\$4,445.0	715.0
Less estimate of 3 Directors which exist in current region	[300.0]	-0-
	\$4,145.0	715.0
Two additional regions	x 2	x 2
	\$8,290.0	\$1430.0
TOTAL		<u>\$9,720.0</u>

TESTIMONY ON CS HB 648, CS HB 649, CS HB 651,
CS HB 652 and CS HB 654

My name is Walter B. Parker. I am a resident of Anchorage, Alaska residing at 3724 Campbell Airstrip Road. I have been active in Alaskan transportation operations and planning since 1946.

CS HB648

I strongly support removing the responsibility for non transportation related facilities from DOTPF. The original concepts for an Alaskan DOT as presented in the period 1971-75 never contemplated a department with responsibility for all state construction and maintenance but rather restricted the department to transportations which certainly gave it plenty to do.

I feel that the responsibility for buildings and support facilities is best handled by the department most concerned. The Department of Education can best handle schools, Administration state office buildings, etc. The Department of Administration provides as good a focus as any for central control of facilities that do not have a natural home in other departments. Overall I would hope that the trend would be for each department to have primary responsibility for its facilities that are unique to its operations.

I believe that many of the problems that DOTPF has had are simply because it was overburdened with too many non transportation related tasks.

CS HB 649

I strongly support the primary concepts contained in this bill. The original idea of a state DOT envisioned regional transportation directors who would be responsible for coordinating planning, programming, operations and maintenance in their regions and who would report directly to the Commissioner. The director for each region could be selected for a background that most suited the problems of that region.

Normally, it is bad practice to place administrative boundaries in the statutes as this bill does. However, it is not a major problem and if other regions were created it could be accomplished at the next legislative session.

I would hope that we would soon have another region for Kodiak, the Aleutians, the Alaska Peninsular and Bristol Bay. I believe that the unique transportation requirements of western Alaska can best be met by having two regions which are devoted solely to those problems and staffed to handle those problems.

I also believe that the AMATS and FMATS structures could be separated out from their regions and handled as independent entities with liaison and coordination staff from DOT. This would leave Central Region and Interior free to handle the state concerns and the intent of AMATS and FMATS for maximum municipal control would be further enhanced. In the same manner, there is no particular reason why the Anchorage and Fairbanks International Airports could not be independent entities for administrative purposes. This would ensure that the regional director would focus most of his energies on regional concerns rather than on the major units for which he has responsibility. Obviously, planning would relate to all of the above both at the regional and statewide level but it would be planning for systems and not for day to day operations and maintenance.

Finally, the structure proposed in this bill would enable the Commissioner's office to become a lean planning, auditing and evaluating function. This would leave the Commissioner free for interaction with the regional directors, other state and federal agencies, the Governor and the legislature to maintain overall policy direction. The main point is that the relationship between regional directors and the Commissioner would be uninterrupted by other staff levels. Overall system direction for highways, aviation, marine, transit and other systems could be maintained through assignments in the Commissioner's office.

CS HB 651

I support the concept of the Marine Highway Authority and believe it could work well with a restructured DOT. I believe the Authority could have financing options available that would be more difficult to achieve as a regular state agency.

If the legislature elects to establish this Authority I would urge to allow for a reasonable break in period. It will not be possible for the Authority to impress itself overnight on the old operation and the real gains make take five years or longer to achieve.

In passing, it would seem that board members of the Authority should receive the same compensation as other major state boards.

CS HB 652

I support this bill if my assumption is correct that the necessary coordination of design, signing, lighting and signals would be achieved through the terms and conditions of the transfer. It might be wise to specify that the state highway system is a coordinated system using common design parameters to insure maximum safety. In essence, the relationship between the state and the municipality would be similar to the present federal-state highway relationship insofar as design and planning controls are concerned. The problem could also be handled by defining where maintenance ends and redesign begins.

I do not regard any of the above as problems that will not be surmounted by a reasonable good faith effort on the part of both parties concerned. What has been said about highways also applies to airports.

CS HB 654

I strongly support this bill. I believe that the Board would serve as the forum that has long been needed to discuss the transportation affairs of the state. It is time to decentralize some of the power in the state executive and this bill certainly is a good step in that direction.

I believe if we look at the Department of Education and see that the same Commissioner working with his board has survived some of the greatest policy changes in state history is a good indication of the way in which the board proposed in this bill might work for transportation. As a former Commissioner I would regard the board as an enhancement of the decision making power rather than a check upon it.

The change I would suggest would be to have two maritime members and drop the economist. This does not reflect a bias against economists who despite our present revenue forecasts I tend to admire as a profession. However, I believe this board should reflect overall transportation background and not specified professional expertise.

Summation

All of these bills tend to decentralize the executive power. As I have said before, I believe the state should proceed in this direction as rapidly as possible. The institutions we used to run a state with a very limited income and budget are not proving to work so well for a rich state.

JAN 27 1982

STATE OF ALASKA

THE LEGISLATURE

BUDGET AND AUDIT COMMITTEE

AUDIT DIVISION
POUCH W—ALASKA OFFICE BUILDING

JUNEAU, ALASKA 99811

January 26, 1982

The Honorable Bette M. Cato
Chairman
House Transportation Committee
State Capitol
Pouch V
Juneau, Alaska 99811

Dear Ms. Cato:

We have reviewed proposed legislation introduced by your committee making certain changes to the Department of Transportation and Public Facilities.

Our review was made in consideration of recommendations contained in our performance review of the Department's Capital Improvement Program. The following comments are provided on only those bills that relate to issues raised in our series of five reports.

House Bill No. 650

HB 650 proposes amending Title 37 to require a two-year budget cycle for legislative additions to capital improvements proposed by the Governor and, in addition, requires the use of allocations within appropriations and the use of the capital project budget form.

This bill exactly addresses the recommendations we made for expediting the expenditure of capital project appropriations.

House Bill No. 649

Sections one and two of HB 649 require the establishment of five specific regions of the Department's organization. Section three details the duties of the five regional transportation and public facilities directors.

The Honorable Bette M. Cato
January 26, 1982
Page 2

As you know, we recommended the Department increase regional authority and responsibility to provide for more efficient and effective operations of the capital project program. One area we did not review was the number of regions the Department needed. Therefore, we are not sure if there is a need for five regions for all functions of the Department.

One aspect of this bill that causes us some concern is the degree of authority given to the regional directors, or more specifically, the reduced authority of the Commissioner prescribed in AS 44.42.045(b).

We agree that increased regional planning and program authority is desirable, however, there is also a need for a central office function to provide a coordinated statewide program. We feel the Commissioner should be vested with all necessary authority to ensure regional consistency and coordination.

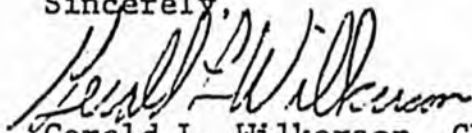
House Bill No. 653

HB 653 proposes changing the Department's fiscal year end to September 30. Although we did not address this issue in our reports, we did closely review the Department's accounting and control of their project system.

The Department could benefit from such a change primarily due to the construction season and the federal fiscal year. However, significant accounting problems would result in the Department of Administration relating to the State's accounting system. Administration's Division of Finance would be in the best position to describe the difficulties of accounting for only one State Department on a different fiscal year.

If you have any questions or would like to discuss the contents of this letter, please feel free to contact me at 465-3830.

Sincerely,



Gerald L. Wilkerson, CPA
Legislative Auditor
Division of Legislative Audit

STATE OF ALASKA

AUDIT DIVISION
POUCH W—ALASKA OFFICE BUILDING

THE LEGISLATURE

FINANCE DIVISION
POUCH WF—STATE CAPITOL

BUDGET AND AUDIT COMMITTEE

JUNEAU, ALASKA 99811

January 16, 1981

SUMMARY OF: Phase V, A Performance Review of the Department of Transportation and Public Facilities, Capital Improvement Program, December 30, 1980.

PURPOSE OF THE REVIEW

In accordance with the provisions of Title 24 of the Alaska Statutes and a special request of the Legislative Budget and Audit Committee, we have conducted a multiphase review of the Department of Transportation and Public Facilities' Capital Improvement Program (CIP).

This report, Phase V, summarizes the most crucial recommendations that should be implemented to improve the program and makes further recommendations for improvements to the capital budgeting and appropriation process Statewide.

FINDINGS AND RECOMMENDATIONS

1. The Department should provide for long-range planning of capital projects.
2. The Department should budget all planning and overhead costs and should prohibit these budgeted units from obtaining additional funding through the reallocation of capital project appropriations.
3. The Department should develop a regional organization structure to improve the efficiency of administering the CIP within each region.
4. The Department should develop an overhead accounting system to equitably allocate costs to CIP projects.
5. The Department should improve project accounting and fiscal controls of their capital project accounting system.
6. DOTPF should develop accurate and timely financial information for use by project managers.

NOTE REGARDING THE FOLLOWING FRAME ON MICROFILM:

COMPLETE DOCUMENT IS AVAILABLE IN ORIGINAL FILES
IN ALASKA STATE ARCHIVES. TITLE PAGE ONLY HAS
BEEN FILMED.

PHASE V
A PERFORMANCE REVIEW OF
THE DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CAPITAL IMPROVEMENT PROGRAM

December 30, 1980

Audit Control Number
25-21-1002-R

Commissioner, Department of Transportation
and Public Facilities

Robert W. Ward

Deputy Commissioners, Department of
Transportation and Public Facilities:

Administration and Marine Operations
Planning and Programming
Maintenance and Operations
Design and Construction

Ron B. Lind
John Bates
Patrick Ryan
Ray Shumway

Trans

Committee

Schedules

TRANSPORTATION COMMITTEE

<u>NUMBER</u>	<u>SPONSOR</u>	<u>TITLE</u>	<u>IN</u>	<u>OUT</u>	<u>COMMITTEE ACTION</u>
SJR 4	Rules	Proposing an amendment to the Constitution of the State of Alaska relating to limitations on appropriations of state money.	1/14/81	3/26/81	Waived
SB 40	Rules	Relating to local service roads and trails.	1/14/81		Subcommittee-2/03/81 Gilman
SB 58	Ray	Relating to permits for overweight vehicles.	1/14/81		1/20/81, 1/29/81 Subcommittee-2/03/81 Dankworth
SCR 3	Ray	Relating to studying the feasibility of a state airline.	1/16/81		
✓SCR 5	Eliason	Relating to free travel for severely handicapped Alaskans on the state marine highway system.	1/27/81	2/05/81	2/03/81 CS Passed out-2/05/81
SB 122	Colletta	Making a special appropriation to the DOT&PF for construction of access from Whittier to Portage.	1/30/81		
SJR 12	Ferguson	Relating to construction of a deep water port facility in Nome.	1/30/81		2/05/81
✓SCR 6	Ferguson	Relating to construction of a deep water port facility.	1/30/81	2/05/81	Passed out-2/05/81
SB 135	Bennett	Relating to the operation and use of the highway between the Yukon River and the Arctic Ocean, and the use of the land adjacent to that highway.	2/03/81		4/09/81
✓SB 150	Bennett	Making a special appropriation to the DOT&PF for improvements to the Steese Highway.	2/04/81	2/17/81	Passed out-2/17/81
SB 155	Fischer	Making a special appropriation for a feasibility study and testing of the Turnagain Arm crossing and tidal power facility.	2/04/81		

<u>NUMBER</u>	<u>SPONSOR</u>	<u>TITLE</u>	<u>IN</u>	<u>OUT</u>	<u>COMMITTEE ACTION</u>
✓ SB 156	Parr	Relating to the withdrawal of land for a utility corridor for extension of the Alaska Railroad and the preparation of a report evaluating the effect of an extension of the Alaska Railroad.	2/05/81	2/24/81	Passed out-2/24/81
SB 157	Dankworth	Making a special appropriation for phase I reconnaissance work on the Knik Arm crossing and tidal power generation facility.	2/05/81		
SB 158	Fischer	Relating to the construction of a Knik Arm crossing and related tidal power generation facility.	2/05/81		
SB 159	Fischer	Making a special appropriation for construction of the Knik Arm crossing and the related tidal power generation facility.	2/05/81		
SB 160	Fischer	Making a special appropriation for construction of the Knik Arm bridge crossing.	2/05/81		
<i>not here</i> SB 178	Rules	Making a supplemental appropriation to the DOT&PF to fund the Inland Boatmen's Union contract.	2/17/81	3/17/81	3/03/81, 3/10/81 Passed out-3/17/81
<i>not here</i> SB 182	Mulcahy	Repealing the tax on motor fuel used in or on watercraft.	2/17/81	2/24/81	Passed out-2/24/81
✓ SB 188	SA Com.	Naming the North Slope secondary highway bridge across the Yukon River in honor of Edward L Patton.	2/17/81	3/10/81	2/24/81 Passed out-3/10/81
SB 204	Ferguson	Making a special appropriation to the DOT&PF for the revegetation and reclamation of the highway from the Yukon River to the Arctic Ocean.	2/23/81		4/09/81
SB 207	Ferguson	Making a special appropriation for construction of a Nome port facility.	2/24/81		

<u>NUMBER</u>	<u>SPONSOR</u>	<u>TITLE</u>	<u>IN</u>	<u>OUT</u>	<u>COMMITTEE ACTION</u>
1. SB 208	Ray	Making a special appropriation to the DOT&PF for illumination of Egan Drive.	2/24/81	3/03/81	Passed out-3/03/81
2. SB 209	Kerttula	Making a special appropriation for fire fighting equipment for the City of Whittier.	2/24/81	3/03/81	Passed out-3/03/81
SB 212	Dankworth	Relating to the Alaska Railroad; establishing the Alaska Railroad Authority.	2/25/81		Subcommittee-3/26/81 Ray-Chair, Kerttula, Dankworth Ex-officio-Bennett & Rodey
SB 213	Dankworth	Making a special appropriation to the DOT&PF for the Alaska Railroad Authority.	2/25/81		Subcommittee-3/26/81 (Same as for SB 212 above)
SB 219	Hohman	Relating to surface transportation projects, exempting those projects from certain state permit requirements, amending and repealing laws relating to roads on state land, and authorizing construction of certain transportation projects.	2/26/81		4/09/81
SB 220	Hohman	Making special appropriations to the DOT&PF for surface transportation projects.	2/26/81		
SB 221	Hohman	Creating the Alaska Railroad Authority.	2/26/81		Subcommittee-3/26/81 (same as for SB 212 above)
✓ SB 222	Sackett	Making a special appropriation to the DOT&PF for engineering of three bridges in the Nenana Agricultural Area.	2/26/81	3/10/81	3/05/81 CS Passed out-3/10/81
2. SB 229	Kelly	Making a special appropriation to the Municipality of Anchorage for a pedestrian overpass for the Eagle River urban project.	3/03/81	4/09/81	Subcommittee-3/31/81 Dankworth Passed out-4/09/81
7. SB 34	Fahrenkamp	Making a special appropriation to the DOT&PF for capital improvements at the Fairbanks International Airport.	3/03/81	3/24/81	3/05/81 Subcommittee-3/10/81 Sackett 3/17/81 CS Passed out-3/24/81

<u>NUMBER</u>	<u>SPONSOR</u>	<u>TITLE</u>	<u>IN</u>	<u>OUT</u>	<u>COMMITTEE ACTION</u>
✓ SB 37	Fahrenkamp	Relating to international airport revenue bonds.	3/03/81	3/17/81	3/05/81 Subcommittee-3/10/81 Sackett Passed out-3/17/81
✓ SR 2	Dankworth	Relating to the name of the international airport at Anchorage.	3/11/81	3/24/81	Passed out-3/24/81
HJP. 20	Moss	Requesting the President to direct the creation of a utility corridor for the extension of the Alaska Railroad to the Canadian border.	3/12/81		
✓ SR 3	Bennett	Renaming the international airport at Fairbanks as the Noel Wien International Airport.	3/13/81	3/17/81	Passed out-3/17/81
SB 300	Sackett	Relating to the state transportation and public facilities plans.	3/18/81		
✓ SB 297	SA Com.	Making special appropriations for capital projects for which general obligation bonds have been authorized but not issued and for defeasance of outstanding general obligation bonds.	3/26/81	4/01/81	3/31/81 Sent to SA-4/01/81 to be returned to Trans.
SB 340	Fischer	Making a special appropriation for a coal exporting facility at the Port of Anchorage.	3/27/81		Subcommittee-4/16/81 Kerttula
✓ SB 342	Rules	Relating to the level of bond authorization for international airports.	3/27/81	4/28/81	Passed out-4/28/81
✓ SB 343	Rules	Relating to the source of the appropriation for improvements to the Fairbanks International Airport.	3/27/81	4/28/81	Passed out-4/28/81
SJR 28	Rodey	Requesting the President to direct the Secretary of Transportation to enter into negotiations with the State of Alaska regarding possible transfer of ownership of the Alaska Railroad.	3/31/81		Subcommittee-4/07/81 RR Subcommittee (same as 212)

<u>NUMBER</u>	<u>SPONSOR</u>	<u>TITLE</u>	<u>IN</u>	<u>OUT</u>	<u>COMMITTEE ACTION</u>
✓ SB 368	Gilman	Relating to local service roads and trails.	4/01/81	4/07/81	Passed out-4/07/81
✓ SB 369	Gilman	Making a special appropriation for local service roads and trails.	4/01/81	4/07/81	Passed out-4/07/81
SB 372	Hohman	Making a special appropriation for the construction of a beach access road at Naknek.	4/01/81		
✓ SB 382	Hohman	Making a special appropriation to the City of Bethel for a small boat harbor.	4/02/81	4/14/81	Passed out-4/14/81
✓ SB 383	Hohman	Making a special appropriation to the City of Bethel for dock expansion.	4/02/81	4/14/81	Passed out-4/14/81
✓ SB 386	Hohman	Making a special appropriation to the City of Bethel for construction of a public facilities maintenance facility.	4/02/81	4/14/81	Passed out-4/14/81
CSHCR1	Grussendorf	Relating to free travel for senior citizens aboard vessels of the state marine highway system.	4/03/81		Subcommittee-4/16/81 Gilman
✓ SB 57	Ray	Relating to transportation safety.	4/06/81	4/07/81	Passed out-4/07/81
SB 294	Sackett	Making a special appropriation for development in the Nenana-Totchaket area.	4/06/81		Subcommittee-4/16/81 Dankworth
✓ SB 416	Fischer	Making a special appropriation to DOT&PF to reimburse Boysen Investment Corp.	4/10/81	4/27/81	Withdrawn by Sponsor
SB 425	Hohman	Making a special appropriation to the City of Togiak for erosion control.	4/15/81		
SB 426	Hohman	Making a special appropriation to the City of Clark's Point for erosion control.	4/14/81		

<u>NUMBER</u>	<u>SPONSOR</u>	<u>TITLE</u>	<u>IN</u>	<u>OUT</u>	<u>COMMITTEE ACTION</u>
SB 427	Hohman	Making a special appropriation to the Bristol Bay Borough for an erosion control project at Naknek riverbank washout.	4/14/81		
SB 429	Hohman	Making a special appropriation to Department of Community & Regional Affairs for a boardwalk and bridge in Kipnuk.	4/14/81	4/30/81	Passed out-4/30/81
SB 430	Hohman	Making a special appropriation to the City of Port Heiden for erosion control.	4/14/81		
SB 433	Hohman	Making a special appropriation to the City of Kwethluk for erosion control on the Kuskokwim river.	4/14/81		
SB 434	Hohman	Making a special appropriation to the City of Dillingham for erosion control.	4/14/81		
SB 436	Hohman	Making a special appropriation to the City of Akolmiut for dredging the Nunapitchuk Lake Channel.	4/14/81		
SB 440	Hohman	Making a special appropriation to the City of Toksook Bay for airport relocation.	4/16/81	4/30/81	Passed out-4/30/81
SB 442	Hohman	Making a special appropriation for a grant to the Village of Nunapitchuk for erosion control.	4/16/81		
SB 443	Hohman	Making a special appropriation to the City of Bethel for Erosion control.	4/16/81		
SB 445	Hohman	Making a special appropriation to the City of Goodnews Bay for a dump site and access road.	4/16/81	4/30/81	Passed out-4/30/81

<u>NUMBER</u>	<u>SPONSOR</u>	<u>TITLE</u>	<u>IN</u>	<u>OUT</u>	<u>COMMITTEE ACTION</u>
SB 456	Hohman	Making a special appropriation to the Bristol Bay Borough for dock area security fencing for Naknek.	4/16/81		4/30/81
✓ SB 461	Hohman	Making a special appropriation to the Department of Transportation and Public Facilities for airport construction and related facilities.	4/16/81	5/12/81	Passed out-5/12/81
SB 462	Hohman	Making a special appropriation to the City of Akiachak to dredge the Akiachak Slough.	4/16/81		
✓ SCR 27	Kerttula	Requesting DOT&PF to delay its removal of design and construction unit from Valdez to Anchorage.	4/20/81	4/28/81	Passed out-4/28/81
SB 465	Hohman	Making a special appropriation to the City of Aniak for construction of a dike extension.	4/20/81		
SB 466	Hohman	Making a special appropriation to the City of Aniak for construction of a slough bridge.	4/20/81		
✓ SB 477	Hohman	Making a special appropriation to the City of Aniak for a high school access road.	4/20/81	5/12/81	Passed out-5/12/81
SB 483	Hohman	Making a special appropriation to the City of Aniak for improvements to Morgan's Road.	4/20/81		
SB 484	Hohman	Making a special appropriation to the City of Akiachak for construction of a city dock.	4/20/81		
SB 493	Hohman	Making a special appropriation for the construction of access roads.	4/21/81		

<u>NUMBER</u>	<u>SPONSOR</u>	<u>TITLE</u>	<u>IN</u>	<u>OUT</u>	<u>COMMITTEE ACTION</u>
SB 495	Stimson	Relating to interest on public construction contract payments.	4/22/81		Subcommittee-5/07/81 Gilman
SB 500	Fahrenkamp	Relating to international airports.	4/22/81		5/07/81
SB 504	Hohman	Making a special appropriation to the City of Akiak for erosion control.	4/23/81		
SB 510	Parr	Making a special appropriation to the DOT&PF for a highway route survey from Prospect Creek to the Ambler mining district.	4/23/81		5/07/81, 5/12/81
✓ HB 177	Smith	Making a special appropriation to the DOT&PF for resurfacing of the highway from the Yukon River to the Arctic Ocean.	4/29/81	5/12/81	5/07/81 Passed out-5/12/81
→ SB 541	Hohman	Making a special appropriation to the Bristol Bay Borough for the purchase of a grader for the Kipnuk airport runway.	5/04/81	5/12/81	Passed out-5/12/81

Alaska State Legislature

House of Representatives

Committee on Transportation

Rep. Bette Cato, Chairman

8:30 a.m. Capitol 112

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

Monday	May 25 No Meeting
Tuesday	May 26 Department of Administration, Commissioner Hudson Marine Highway Systems Contracts
Wednesday	May 27 Department of Transportation, Commissioner Ward, Administration and Operations of Alaska Marine Highways
Thursday	May 28 Presentations by Union, IBU, Masters Mates & Pilots Engineers Union
Friday	May 29 HB 547 Loans to employees of the division of marine transportation for technical and vocational training.

Cancelled

Alaska State Legislature

House of Representatives

Committee on Transportation

8:30 a.m., Capitol 112

Rep. Bette Cato, Chairman

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

Monday	May 18	No Meeting
Tuesday	May 19	CSSCR 5(Trsp) Free travel/handicapped/state marine highway system
Wednesday	May 20	HB 558 Spec. Approp. to City of Seward for Fourth of July Industrial Marine Park
Thursday	May 21	Act relating to name of highway between Skagway and Whitehorse
Friday	May 22	Bill Mark-up

HOUSE JOURNAL

Transportation Committee - Capitol 112, 8:30 a.m.

Rep. Bette Cato, Chairman *BC*
465-4858

Monday	May 25 No Meeting
Tuesday	May 26 Department of Administration, Commissioner Hudson, Marine Highway Systems Contracts
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HOUSE JOURNAL

Transportation Committee-Capitol 112, 8:30 a.m.

Rep. Bette Cato, Chairman

465-4858

Monday	May 11	
	HB 537	DOT authority to enter into professional services contracts
Tuesday	May 12	
	HCR 28	Installation of curb ramps for handicapped and elderly
	HCR 30	Substitution of clover for grass cover along highways
	CSSB 57	Act relating to transportation safety
Wednesday	May 13	
	SB 156	Act relating to the withdrawal of land for a utility corridor for extension of the Alaska Railroad and preparation of a report evaluating the effect of construction of an extension of ARR
Thursday	May 14	
	CSHB 368	Act relating to roads and authorizing of road project
	CSHB 369	Spec. Approp to DOT for road project
Friday	May 15	
		Bill Mark-up



Alaska State Legislature House

JUNEAU ALASKA

TRANSPORTATION COMMITTEE

May 12, 1981

Legislation currently referred to the House Transportation Committee:

- ✓ HB 558 FOURTH OF JULY INDUSTRIAL MARINE PARK
- ✓ HB 537 DOT authority to enter into professional services contracts (Rls Req)
- ← ✓ SCCJR 18 (SA) Requesting the President to direct te creation of a utility corridor for the extension of the Alaska Rialroad to the Canadian Border; by the State Affairs Committee. (Original Sponsor: Hohman)
- ✓ CSCR 5 (Trsp) Free travel for the handicapped on the marine state highway (Eliason)

Bills currently before the Committee for Mark-up:

*8:30 am done well ahead of meeting
5 PM meeting*

- ← HB 295 Suppl Approp to DOT and DCA, with numerous amendments (Gov)
- ← SSB 536 Approp for the opening of the Dalton Highway (rogers)
- CSSB 57 Transportation Safety Commission (Orgiinal Sponsor: Ray & Fergi)
- HCR 30 Substitution of clover for grass cover along highways (Malone)
- SB 156 Act relating to the withdrawal of land for a utility corridor for extension of the Alaska Railroad and the preparation of a report evaluating the effect of construction of an extension of ARR (Parr) ((Scheduled for Committee hearing on Wednesday, May 13)
- CSSB 52 Amendments to the Alaska Transportation Commission (Rls)--this bill has been marked, however, Letter of Intent requested by Fanning has not been adopted)

Republican Bills:

- HB 523 Spec. Approp to DOT for access from Fortaga to Whittier (Metcalf)
- HB 273 Spec Approp for road constructio in various Southeastern communities (Haugen)
- HB 368 Act relating to roads and authoriziing of road project (Hayes, Rep. Caucus)
- HB 369 Spec. Approp to DOT for road project--\$462 million (Hayes)
- HB 560 Spec. Approp to DOT for P/E + Design projects, row acg (Metcalf)
- HB 519 Ak neg + Commission (Fng)
- Misc:
- HB 333 Nenana-Totchaket bill by Moss (deep-sized)

*wk/may 25
532 2 2 2 2*



Alaska State Legislature House

JUNEAU ALASKA

April 30, 1981

Bills currently referred to the House Transportation Committee:

- ✓ HB 295 Spec. Approp to DOT and DCA and numerous amendments (Gov)
- ~~2~~ ~~HB 333~~ Nenana-Totchaket (Moss)
- ~~HB 519~~ Establishing Alaska Railroad Negotiating Commission (Fanning) ✓
- ~~HB 523~~ Spec Approp to DOT for access from Portage to Whittier (Metcalf) ✓
- Pres* ✓ ~~HB 536~~ Approp for the opening of the North Slope Haul Road (Rogers)
- Mon* ✓ ~~HB 537~~ DOT authority to enter into professional services contracts (Rls Req)
- Tues* ✓ ~~CSSB 57~~ Transportation Safety (trsp comm) original sponsors: Ray & Fergi
- Tues* ✓ ~~HCR 28~~ Installation of curb ramps for handicapped and elderly (Malone)
- Tues* ✓ ~~HCR 30~~ Substitution of clover for grass cover along highways (Malone)
- CSSJR 18 (SA) Req. President to direct the creation of a utility corridor for the extension of the Alaska Railroad to Canadian Border --by SA; original sponsor: Hohman
- Wed* ~~SB 156~~ Act relating to the withdrawal of land for a utility corridor for extension of the Alaska Railroad and the preparation of a report evaluating the effect of construction of an extension of ARR--(Parr, Fahrenkamp, et al)
- ✓ CSCR 5 (trsp) Free travel for the handicapped on the marine state highway (eliason)

Republican Bills (house)

- ~~HB 273~~ Spec. Approp. for road construction in various Southeastern communities (Haugen) ✓
- Thurs -* ~~HB 368~~ Act relating to roads and authorizing of road project (Rep. Caucus)
- Kirk* ~~HB 369~~ Spec. Approp to DOT for road Project \$462 mil.
- Ham*
- Crossing*
- Jim Markup -*

HOUSE JOURNAL

Transportation Committee - Capitol 112, 8:30 a.m.

Rep. Bette Cato, Chairman
465-4858

Monday	May 18	No Meeting
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Thursday	May 21	Act relating to name of highway between Skagway and Whitehorse
Friday	May 22	Bill Mark-up

Alaska State Legislature

House of Representatives

Committee on Transportation

Capitol 112, 8:30 a.m.

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

Rep. Bette Cato, Chairman

Monday	May 11	HB 537	DOT authority to enter into professional services contracts
Tuesday	May 12	HCR 28	Installation of curb ramps for handicapped and elderly
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Thursday	May 14	HB 368	Act relating to roads and authorizing of road project
		HB 369	Spec. Approp to DOT for road project
Friday	May 15		

~~Bill Mark-up~~



Alaska State Legislature

House of Representatives

Committee on Transportation

Capitol 112, 8:30 a.m.

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

Rep. Bette Cato, Chairman

Monday	May 4	
	HB 536	Approp. relating to opening of the North Slope Haul Road
Tuesday	May 5	
	HB 333	Spec. Approp. for development in Nenana-Totchaket area
Wednesday	May 6	
	HB 295	Suppl. Approp. to Department of Administration and the Department of Transportation and Public Facilities
Thursday	May 7	
	HB 547	Loans to employees of the division of marine transportation for technical or vocational training
Friday	May 8	
		Bill Mark-up

*Concluded
due to early
session*



Alaska State Legislature House

JUNEAU ALASKA

TRANSPORTATION COMMITTEE

Rep. Bette Cato,
Chairman

Capitol 112, 8:30 a.m.
465-4858

Monday	April 27 HB 52 Amendments to Alaska Transportation Commission
Tuesday	April 28 CSSC 222 (Trsp) Spec. Approp. to DOT-Nenana agricultural area
Wednesday	April 29 HCR 25 DOT/PF delay removal of D&C unit from Valdez to Anchorage
Thursday	April 30 Bill Mark-up



Alaska State Legislature
House

JUNEAU ALASKA

TRANSPORTATION COMMITTEE

Rep. Bette Cato,
Chairman

Capitol 112, 8:30 a.m.
465-4858

Tuesday	April 21	Alaska Transit Operators
Wednesday	April 22	Board of Marine Pilots
Thursday	April 23	Boeing Co. Jetfoil presentation
Friday	April 24	Work Session



Alaska State Legislature
House

50 copies out

JUNEAU ALASKA

Transportation Committee

Rep. Bette Cato
Chairman

Capital 112, 8:30 a.m.

465-4858

Monday April 13
Unalaska Airport

Tuesday April 14
HB 52 Amendments pertaining to the Alaska Transportation Commission

Wednesday April 15
Work Session

Thursday April 16
Confirmation Hearings - Board of Marine Pilots

Bill Barrington
David George



JUNEAU ALASKA

Alaska State Legislature House

TRANSPORTATION COMMITTEE

Rep. Bette Cato,
Chairman

Capitol 112, 8:30 a.m.
465-4858

Monday	April 6	SCR 6 Construction of a deep water port facility in Nome
Tuesday	April 7	HB 333 Spec. Approp. for development in the Nenana-Totchaket area
Wednesday	April 8	No Meeting
Thursday	April 9	SB 97 Naming North Slope Haul Road after James Dalton
Friday		Bill Mark-up



Alaska State Legislature

House

TRANSPORTATION COMMITTEE

JUNEAU ALASKA

Rep. Bette Cato
Chairman

Capitol 112, 8:30 a.m.
465-4858

Monday March 30

HB 288 Spec. Approp. to the Municipality of Anchorage
to study modes of mass transportation

[REDACTED]

Wednesday April 1

HB 264 Spec. Approp. to Department of Community and
Regional Affairs for design and construction of
a dock in Iliamna

HB 378 Spec. Approp. for fire fighting equipment for City
of Whittier

Thursday April 2

Municipal Grants - Department of Administration

Friday April 3

Bill Mark-up HB 588 + SB 183

HOUSE JOURNAL

Transportation Committee - Capitol 1.2, 8:30 a.m.

Rep. Bette Cato, Chairman

465-4858

Monday March 30

HB 288 Spec. Approp. to the Municipality of Anchorage
to study modes of mass transportation

Tuesday March 31

~~HB 295 Supplemental Approp. to Department of Administration
and the Department of Transportation and Public
Facilities~~ *Cancelled*

Wednesday April 1

HB 264 Spec. Approp. to Department of Community and
Regional Affairs for design and construction of a
dock in Iliamna

HB 378 Spec. Approp. for fire fighting equipment for City
of Whittier

Thursday April 2

Municipal Grants-Department of Administration

Friday April 3

Bill Mark-up



JUNEAU ALASKA

Alaska State Legislature House

TRANSPORTATION COMMITTEE

Capital 112, 8:30 a.m.
465-4858

Monday	March 23
	No Meeting
Tuesday	March 24
	HB 277 Special Approp. to DOT and C&RA for erosion control and assessment projects
Wednesday	March 25
	SB 150 Special Approp. to DOT for improvements to Steese Hwy
	SB 188 Naming the North Slope secondary hwy bridge across Yukon River in honor of Edward L. Patton
Thursday	March 26
	Mark-up HB 12, HB 177
Friday	March 27
	Confirmation hearing - Alaska Transportation Commission
	Hesden D. Scougal



Alaska State Legislature

House

JUNEAU ALASKA

TRANSPORTATION COMMITTEE

Captial 112, 8:30 a.m.
465-4856

Monday	March 16	
	Mark-up HB 12	Creating Alaska Railroad Authority
Tuesday	March 17	
	DOT Commissioner Ward	
Wednesday	March 18	
	DOT Commissioner Ward	
Thursday	March 19	
	DOT Commissioner Ward	

[REDACTED]



JUNEAU ALASKA

Alaska State Legislature

House

TRANSPORTATION COMMITTEE

Capital 112, 8:30 a.m

465-4858

Monday	March 9	Jerry Wilkerson, Legislative Audit Division Department of Transportation Audits, Phase I & II
Tuesday	March 10	Jerry Wilkerson, Legislative Audit Division Department of Transportation Audits, Phase III & IV
Wednesday	March 11	Jerry Wilkerson, Legislative Audit Division Department of Transportation Audits, Phase V
Thursday	March 12	Alaska Transportation Planning Council
Friday	March 13	Mark-up HB 12



Alaska State Legislature
House

JUNEAU ALASKA

TRANSPORTATION COMMITTEE

Capitol 112, 8: 30 a.m.
465-4858

Monday	March 2	
	HB 52	Misc. Amendments to Alaska Transportation Commission
Tuesday	March 3	
	HB 209	Special Appropriation to DOT/PF for dock facilities at Aleknagik
Wednesday	March 4	
	HJR 20	Creation of a utility corridor for the extension of the Alaska Railroad to Canadian Border
Thursday	March 5	
		Bill mark-up
Friday	March 6	
	HB 177	Special Appropriation to DOT/PF for resurfacing of highway between Yukon River to Arctic Ocean



JUNEAU ALASKA

Alaska State Legislature

House

TRANSPORTATION COMMITTEE

Capital 112, 8:30 a.m.

Monday	February 23	
	SB 98 am	Relating to the naming of highways, vessels, and marine facilities constructed or acquired by the state.
Tuesday	February 24	
	HB 12	An Act creating the Alaska Railroad Authority
Wednesday	February 25	
	HB 12	
Thursday	February 2 5 ⁶ , 1981	
		D.O.T. Commissioner Ward - State Marine Hwy System



Alaska State Legislature
House

TRANSPORTATION COMMITTEE

JUNEAU ALASKA

Capital 112, 8:30 a.m.

Tuesday February 17

HB 145 Special Appropriation for Hydaburg Road

Wednesday February 18

HB 52 Misc. Amendments to Alaska Transportation Commission

Thursday February 19

D.O.T. Overview - State Highway System

Friday February 20

HCR 1 Reduced Rate Travel for Older Alaskans on
State Marine Highway System

3/23/81

Bills currently referred to House Transportation Committee:

- ✓ HB 177 Resurfacing of North Slope Haul Road
- ✓ HB 277 Fuller - erosion control and assessment projects for 15 communities
- HB 295 Rules by request of Governor - supplemental approp to DOT and DOA
- ✓ HB 326 Vaska - road between Bethel and Napakiak, and for bridge span
Napakiak Slough (~~and Christmas Island~~) held by request - Vaska
(+ trap trail)
- ✓ HB 264 C&RA for D&C of a dock in Iliamna - Chuckwuk
- ✓ HB 333 Moss, et.al.--development in the Nenana-Tokchaket area
- ✓ HB 288 Clocksin - MOA study modes of mass transportation

REPULICAN BILLS

- HB 273 Haugen - road reconstruction in various S.E. communities
- ✓ HB 312 Hayes et.al.-creating Alaska Railroad Authority
- HB 368 Hayes et al. - re: roads and authorizing construction of road project
(enabling legislation)
- HB 369 Hayes et al. - special approp. to DOT for a road project (Knik Arm)

hearings
in
Cmc

SENATE BILLS

- ✓ SB 150 Bennett - improvement to Steese Highway
- ✓ SB 188 St. Aff - Naming North Slope secondary highway bridge across the
Yukon River in honor of Edward L. Patton



Alaska State Legislature

House

JUNEAU ALASKA

TRANSPORTATION COMMITTEE

Feb. 10 '81

The following are SBs which have been recently introduced and referred to Senate Transportation Committee:

- SB 150 Special Approp. for improvements to the Steese Highway, e.d. (Bennett)
- SB 155 Special Approp. for feasibility study and testing of Turnagain Arm Crossing and tidal power facilities; e.d. Fishcer, et.al. 2.0 mil
- SB 166 Relating to withdrawal of land for utility corridor for extension of Alaska RailRoad and preparation of report evaluating the effect of construction of extension of ARR; e.d. Parr, et al
- SB 157 Approp. for Knik Arm Crossing, phase I reconnaissance and tidal power generation facilities, e.d. Dankworth; 2 mil
- SB 158 Legislative findings on Knik Arm Crossing ^{rela} relating to the construction of and tidal power generation facility; e.d. Fishcer
- SB 159 Spec. Approp. for construction of Knik Arm Crossing and the related tidal power generation facility; e.d. Fischer; 1.086 mil
- SB 160 Spec. Approp. for construction of Knik Arm Crossing; e.d. Fischer; 431 mil

Second Reading:

CS from the Sen. Transp. Comm. for SCR 5 Relating to free travel for handicapped persons on the state marine highway system