

ALABAMA LEGISLATURE COMMITTEE FILES 1983-1984 8672

3175 HT SB 184 - SB 389

3175

200 Account:

To provide for per diem and air fares for inspection and hearings			
100 days X 90 per day		13,500	
Estimated Air Fares		<u>10,000</u>	
	Total	200	23.5

300 Account:

Contractual Services			
Equipment Rental - WCF			
3 cars (class 108D)			
Rental .39/mi X 850m X 3 veh X 12 mo		11,934	
PAED Fees 173/mo X 12 mo X 3		<u>5,228</u>	
	Total Vehicles		18.2
Increased Data Processing for Statistical Support			15.0
Central Printing Charges - Booklets & Forms			5.0
	Total	300	38.2

400 Account

Commodities			
Office Supplies and Protective Clothing			3.0
	Total	400	3.0

500 Equipment 1 Time Cost

3 Sedans (class 106D) with radios			
	3 X 10.0		30.0
6 Desks	6 X 427		2.6
6 Chairs	6 X 247		1.5
12 Side Chairs	12 X 98		1.2
1 Calculator			.2
1 Wang Terminal			<u>3.4</u>
	Total	500	40.1
	Total Budget		<u>345.1</u>

The second year of operation should be about 300.0 since all equipment costs are a one time expense.

Revenue is a bit difficult to project, but it would be expected that at least \$25,000 in added revenue could be expected. If the voluntary aspect of both inspections and compliance is dropped, then revenue could be as much as \$75,000 as all violation would result in a civil penalty.

David Dye

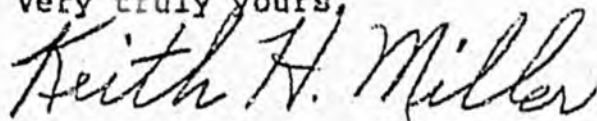
-5-

April 11, 1983

The ATC will continue to perform some safety inspections as it is part of the economic regulation of transportation even if no additional funds are provided. However, without additional funds there is no way that a program can be developed and implemented and we will simply continue to catch violators as we find them without really determining patterns or concentrating on problem areas.

If you need any additional information, please let us know.

Very truly yours,



Keith H. Miller
Chairman

KHM/jv

Enclosure

cc: Richard A. Lyon, Commissioner
Department of Commerce &
Economic Development

Emil Notti
Legislative Assistant
Office of the Governor

SENATE
LETTER OF INTENT
FOR
CSSB 134

During the scheduled hearings in which the Alaska Transportation Commission (A.T.C.) was discussed and reviewed, many problem areas were identified. The Performance Review of the Alaska Transportation Commission conducted by the Division of Legislative Audit, April 1, 1982, concluded that the functions of A.T.C. could be better performed if A.T.C. were to merge with the Alaska Public Utilities Commission.

However, several questions were raised which remain unanswered:

- 1) Is State involvement in the Essential Air Service Program required?
- 2) Does the State want to deregulate surface and air transportation within Alaska?
- 3) What method does the State wish to employ to assure the public that air and motor carriers have sufficient insurance coverage to protect the public's interest?
- 4) What is the role of the Alaska Transportation Commission in regard to a commercial vehicle safety program?
- 5) Would a citizen's board be an appropriate mechanism to perform the oversight functions which are currently the responsibility of the Commissioners of the Alaska Transportation Commission.
- 6) Do the Alaska Transportation Commission's policies regarding light aircraft ensure that innovative competition which could be beneficial to the public is not eliminated?

With the passage of this legislation, it is the intent of the Senate Labor and Commerce Committee that the Office of Management and Budget conduct a thorough performance review of the functions of A.T.C. The review will include, but will not be limited to, the scope of areas previously outlined.

The Office of Management and Budget will report back to the Thirteenth Legislature within ten days after the second session convenes in 1984. The report shall outline the findings of the audit as well as specific actions to implement any changes recommended.

Adopted in the Senate, April 27, 1983.

SUPPLEMENTAL
SENATE LETTER OF INTENT
TO CSSB 184 (L&C)

In the interim it is the intent of the Senate that the Alaska Transportation Commission fulfill its statutory responsibility with concentration on protection of the public.

Adopted in the Senate, April 27, 1983.

STATE OF ALASKA
FISCAL NOTE

Revision Date 4/6, 1983

I. REQUEST

Bill/Resolution No.: SB 184
 Title: Extending termination of ATC
 Sponsor: Labor & Commerce Committee
 Requestor: _____

II. FISCAL DETAIL

Agency Affected: Commerce & Econ. Development
 Program Category Affected: Consumer Protection
 BRU, Program of Subprogram(s) Affected: Alaska Transportation Commission

EXPENDITURES/REVENUES: (Thousands of Dollars)

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

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

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

IV. ANALYSIS: Attach a separate page for any Analysis

Prepared By: Catherine Wallen
 Division: Administrative Services
 Approved by Commissioner: Richard A. Lyon
 Department: Commerce & Economic Development

Phone: 465-2504
 Date: 4/7/83
 Date: 4/7/83

Distribution:

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

SB 184 FISCAL NOTE ANALYSIS

The submitted FY '84 budget request for ATC follows:

Operating Expenditures	FY '83	FY '84
Personal Services	1,356.6	1,293.1
Travel	57.7	61.2
Contractual	182.5	192.2
Commodities	16.2	16.9
Equipment	1.2	-0-
	<u>1,614.2</u>	<u>1,563.4</u>
Capital Expenditures	0	0
Revenue	145.2	155.2

If the legislation fails to pass and ATC sunsets, there will continue to be a financial impact to the State for the administration of the State's share in the Essential Air Services Program and for verification of insurance registration. The reduced responsibilities would be reflected in the FY '85 budget request. In this case, the budget would be as follows:

Operating Expenditures	FY'83	FY '84	FY '85	FY '86	FY '87
Personal Services	1,356.6	1,293.1	69.6	73.8	78.2
Travel	57.7	61.2	0	0	0
Contractual	182.5	192.2	16.5	17.5	18.5
Commodities	16.2	16.9	2.0	2.1	2.2
Equipment	1.2	0	0	0	0
Total Operating	<u>1,614.2</u>	<u>1,563.4</u>	<u>88.1</u>	<u>93.4</u>	<u>98.9</u>
Capital Expenditures	0	0	0	0	0
Revenue	145.2	155.2	0	0	0
Positions (Full-Time)	30	28	2	2	2

NOTE REGARDING THE FOLLOWING FRAME(S) ON MICROFILM:
COMPLETE DOCUMENT IS AVAILABLE IN ORIGINAL FILES.
TITLE PAGE ONLY HAS BEEN FILMED.

A PERFORMANCE REVIEW OF THE
DEPARTMENT OF COMMERCE
AND ECONOMIC DEVELOPMENT
ALASKA TRANSPORTATION COMMISSION

April 1, 1982

Audit Control Number

08-092-0069-R

Commissioner, Department of Commerce
and Economic Development

Charles R. Webber

Deputy Commissioner, Department of
Commerce and Economic Development

Edward Eboch

Members of the Alaska Transportation Commission

Chairman
Commissioner
Commissioner

Keith Miller
Walter Kubley
H.D. Scougal

S

B

3

1

5

Mr. Fiske
will join
you for breakfast
at 7:20 AM
Baranag —

L

Fiscal Note - a little over \$3 million (\$3,025.3) to get program started.

- Money cannot be used for new construction, must be used for old, existing subdivisions and municipalities must have a 5-year planning program and standards set for roads before the state will give the money

Intent of bill:

To set up a program that would work statewide to help people if they help themselves. If people put up 50% of money, there would then be a pool of money the municipality would get based on mileage & they then could apply to the State.

Original sponsor: Faiks

1 IN THE SENATE

BY THE FINANCE COMMITTEE

2

CS FOR SENATE BILL NO. 315 (Finance) am

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

THIRTEENTH LEGISLATURE - SECOND SESSION

5

A BILL

6

For an Act entitled: "An Act relating to road maintenance service areas;

7

and providing for an effective date."

8

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

9

* Section 1. AS 19.30 is amended by adding new sections to read:

10

ARTICLE 4. ROAD MAINTENANCE SERVICE AREAS.

11

Sec. 19.30.260. PURPOSE. The purpose of AS 19.30.260 - 19.30.-

12

320 is to facilitate funding for the upgrading, reconstruction, reha-

13

bilitation, or paving of existing subdivision roads within a road

14

maintenance service area established under AS 29.63 or under a home

15

rule charter. *used to read "or unified municipality" but that's*
redundant as a unified mun. operates under home rule charter.

16

Sec. 19.30.270. ALLOCATION OF MONEY. (a) During each fiscal

17

year each municipality shall receive money from the department that

18

has been appropriated or otherwise designated for expenditure for road

19

improvements within the municipality, based on the total road mileage

20

in each road maintenance service area in the municipality. The

21

amounts that are available shall be distributed pro rata among eligi-

22

ble municipalities.

23

(b) Money allocated to a municipality under this section shall

24

be disbursed by the municipality for road maintenance service areas

25

based on a first come, first served priority of road maintenance

26

service area applications, subject to a 50 percent match by each road

27

maintenance service area.

28

(c) Money allocated under this section shall be available for

29

expenditure in the road maintenance service area for which the funds

1 are authorized for a period of five years after the end of the fiscal
2 year for which the funds are authorized. Money allocated for a road
3 maintenance service area that is unexpended and unobligated at the end
4 of the five-year period shall be used for other road maintenance
5 service areas in the same municipality in accordance with AS 19.30.-
6 260 - 19.30.320. If there are no other road maintenance service areas
7 in the municipality for which the money can be used, the municipality
8 shall remit the unexpended and unobligated money to the department and
9 it shall lapse into the general fund.

10 (d) Fifty percent of the cost of construction in a road mainte-
11 nance service area may be paid by road improvement district assess-
12 ments.

13 Sec. 19.30.280. ELIGIBILITY. (a) After establishing a road
14 maintenance service area under AS 29.63, or under a home rule charter,
15 a municipality may apply to the department for a grant as money is
16 available for road improvements, subject to regulations adopted by the
17 department to carry out the provisions of AS 19.30.260 - 19.30.320.

18 [The department shall require a municipality to submit a five-year plan
19 for the upgrading, reconstructing, rehabilitating, or paving of main-
20 tenance service area roads for approval before October 1 of each
21 fiscal year.] *Required 5-yr. plan from municipality*

22 (b) A municipality shall establish design standards for con-
23 struction in a road maintenance service area. An application for a
24 grant for improving an existing road under this section which is
25 constructed after the effective date of this bill may not be granted
26 by the department until the existing road meets the minimum design
27 standards of the municipality.

Finance added this language

28 Sec. 19.30.290. ADMINISTRATION. (a) A contract entered into by
29 a municipality for road construction within a road maintenance service

1 area for which funds allocated to the municipality under AS 19.30.-
2 260 - 19.30.320 are used shall be awarded only on the basis of the
3 lowest responsible bid by a bidder meeting established criteria of
4 responsibility.

5 (b) Construction under AS 19.30.260 - 19.30.320 shall be admin-
6 istered by the municipality in which the road maintenance service area
7 is located.

8 Sec. 19.30.300. MAINTENANCE. The road maintenance service area
9 shall be responsible for maintaining roads constructed under AS 19.-
10 30.260 - 19.30.320. The road maintenance service area may contract
11 with a municipality for maintenance of the roads.

12 Sec. 19.30.310. REPORT. No later than October 1 of each year, a
13 municipality that has received money under AS 19.30.270 shall submit a
14 report to the department showing the use of the money by the munici-
15 pality during the preceding 12 months. No later than December 1 of
16 each year, the department shall prepare and submit to the governor a
17 report showing the use of the money allocated under AS 19.30.270
18 during the preceding 12 months.

19 Sec. 19.30.320. DEFINITIONS. In AS 19.30.260 - 19.30.320

20 (1) "construction" or "road improvement" has the meaning
21 given in AS 19.45.001 and includes utility and drainage costs but
22 excludes financial costs, right-of-way costs, and new road construc-
23 tion;

24 (2) "department" means the Department of Transportation and
25 Public Facilities;

26 (3) "municipality" means a municipality that has road
27 construction or maintenance powers;

28 (4) "subdivision" has the meaning given in AS 40.15.190(2).

29 * Sec. 2. This Act takes effect July 1, 1984. → added in Finance

STATE OF ALASKA 1984 LEGISLATIVE SESSION
FISCAL NOTE

3/15/84

Revision Date: _____

REQUEST

Bill/Resolution No.: CSSB 315 (Fin)
Title: Act relating to road
maintenance service areas

Sponsor: Falks
Requestor: _____
Date of Request: _____

FISCAL DETAIL

Agency Affected: Trans. & Public Facilities
Program Category Affected: _____

BRU, Program or Subprogram(s) Affected: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
100 PERSONAL SERVICES		22.0				
200 TRAVEL		2.5				
300 CONTRACTUAL		.8				
400 SUPPLIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS						
800 MISCELLANEOUS						
TOTAL OPERATING		25.3				

CAPITAL		3,000.0				
---------	--	---------	--	--	--	--

REVENUE						
---------	--	--	--	--	--	--

FUNDING: (Thousands of Dollars)

GENERAL FUND		3,025.3				
FEDERAL FUNDS						
OTHER						
TOTAL		3,025.3				

POSITIONS:

FULL-TIME		0				
PART-TIME		0				
TEMPORARY		0				

SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

ANALYSIS: Attach a separate page for analysis

Prepared By: *[Signature]* Phone: 465-3753

Division: Don Bennett, Co-chairman Date: March 15, 1984

Senate Finance Committee
Approved by Commissioner: _____ Date: _____

Agency: _____

Distribution (by Agency preparing fiscal note):

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

12/1/83



Dept. of Transportation & Public Facilities

Position Paper

BILL NO: CS SB 315

APPROVED:

TITLE: "An Act Relating to Road Maintenance Service Areas; and Providing for an Effective Date."

DATE: April 2, 1984

The intent of this proposed legislation is to provide funds to municipalities for improvement of existing subdivision roads within newly created road service maintenance areas. Funds appropriated for this purpose would be made available subject to a 50% match by the road maintenance service areas desiring to improve their roads.

The Department supports this bill. It will provide a mechanism to upgrade a class of roads which are not eligible for such work under existing Department authority. Home owners in subdivisions that have already been built without adequate provision for road construction and drainage will have the opportunity to upgrade them without having to bear the entire financial burden. Access to and from connecting roads on the State or local systems will be improved and this is a benefit to the general traveling public. The required five year plan for road maintenance service area roads should provide for logical orderly improvements.

In order to keep authorizations and reporting requirements under this bill on a calendar year basis or preferably a fiscal year basis, the Department would like to see the deadline dates in Section 19.30. 310 revised accordingly.

MEMORANDUM

TO: Jan

FROM: Sandy

DATE: March 30, 1984

RE: MOA and DCT/PF Proposed Changes to SB 315

DOT/PF

1. Funds should be distribute on a needs basis rather than a first come, firs serve basis.
2. Page 1, line 27 should add "applicant" at the end. The current wording of each implies all road maintenance service areas are subject to a 50% match regardless of the location of the improvement.
3. Section 19.30.310 requires a report by December 1 of each year showing how the money was used during the preceding 12 months. This will be confusing for the municipalities that are not on the same fiscal year as the state.

Municipality of Anchorage

1. Funds should not be distributed on a first come, first serve basis, but rather on the highest priority needs.
2. Muni should have authority to reprogram money before the end of the 5 year period.
3. Grants should cover the full cost of the project with 50% being repaid through an assessment. Some areas have no way to front end the entire cost of the project.
4. Five year plan is difficult to do since the muni has no idea where the requests will come from if the funds are to be distributed on a first come first serve basis.
5. The bill requires the service area to maintain the road, but what happens when the service area sunsets after 3 years and the homeowners don't vote to continue it?
6. Construction costs should include ROW costs and new road construction. Some roads may require realignment thereby requiring row acquisition costs.

3/16/84

STATE OF ALASKA 1984 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date: _____

REQUEST

Bill/Resolution No.: CSSB 315 (Fin)
 Title: Act relating to road maintenance service areas
 Sponsor: Faiks
 Requestor: _____
 Date of Request: _____

FISCAL DETAIL

Agency Affected: Trans. & Public Facilities
 Program Category Affected: _____
 BRU, Program or Subprogram(s) Affected: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
OPERATING						
100 PERSONAL SERVICES		22.0				
200 TRAVEL		2.5				
300 CONTRACTUAL		.8				
400 SUPPLIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS						
800 MISCELLANEOUS						
TOTAL OPERATING		25.3				
CAPITAL		3,000.0				
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND		3,025.3				
FEDERAL FUNDS						
OTHER						
TOTAL		3,025.3				

POSITIONS:

FULL-TIME		0				
PART-TIME		0				
TEMPORARY		0				

SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

ANALYSIS: Attach a separate page for analysis

Prepared By: *[Signature]*
 Division: Don Bennett, Co-chairman
Senate Finance Committee
 Approved by Commissioner: _____
 Agency: _____

Phone: 465-3753
 Date: March 15, 1984
 Date: _____

Distribution (by Agency preparing fiscal note):

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

12/1/83

FISCAL NOTE

Revision Date: 2/6/84

REQUEST

Bill/Resolution No.: CS SB 315
 Title: "An Act relating to road maintenance service areas."
 Sponsor: Faiks
 Requestor: _____
 Date of Request: 1/19/84

FISCAL DETAIL

Agency Affected: Trans. & Public Facilities
 Program Category Affected: _____
 BRU, Program or Subprogram(s) Affected: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
OPERATING						
100 PERSONAL SERVICES	-0-	22.0	9.4	9.4	9.4	9.4
200 TRAVEL	-0-	2.5				
300 CONTRACTUAL	-0-	.8				
400 SUPPLIES						
500 EQUIPMENT						
500 LAND & STRUCTURES						
700 GRANTS, CLAIMS						
800 MISCELLANEOUS						
TOTAL OPERATING	-0-	25.3	9.4	9.4	9.4	9.4
CAPITAL		15,000.0	15,000.0	15,000.0	15,000.0	15,000.0
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND	-0-	15,025.3	15,009.4	15,009.4	15,009.4	15,009.4
FEDERAL FUNDS						
OTHER						
TOTAL		15,025.3	15,009.4	15,009.4	15,009.4	15,009.4

POSITIONS:

FULL-TIME	-0-	-0-	-0-	-0-	-0-	-0-
PART-TIME	-0-	-0-	-0-	-0-	-0-	-0-
TEMPORARY	-0-	-0-	-0-	-0-	-0-	-0-

SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

Not identified in the bill.

ANALYSIS: Attach a separate page for analysis

Prepared By: John J. Simpson Phone: 789-6261
 Division: Standards & Technical Services Division Date: 2/2/84

Approved by Commissioner: De Malice Date: 2/7/84
 Agency: Acting Deputy Commissioner DOT&PF

Distribution (by Agency preparing fiscal note):

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

12/1/83

ANALYSIS - CS SB 315

- I. This bill proposes to provide grant funds to municipalities for road improvements of existing subdivision roads that are within newly created road maintenance service areas. The State would provide half the funding and the road maintenance service area would provide the other half on a matching basis.

Under this bill it is assumed that the Department of Transportation and Public Facilities (DOT&PF) would be required to do the following things:

- a) Administer grants to municipalities applying for the road maintenance service area funds;
- b) Review annual submittal of a five-year plan for road improvements to these service area roads and analyze them for logic, completeness and conformance to established boundaries;
- c) Establish regulations to carry out the grant process;
- d) Review and approve design standards for service area roads;
- e) Prepare an annual report to the Governor showing how the funding for the preceding twelve months was used.

We assumed that the task of developing regulations for the grant process is a one-time effort and would occur in FY 85 only. All other tasks were assumed to be an annual cost. All costs are general fund costs.

OPERATING COSTS

- A. One-time cost of developing and implementing program guidelines, criteria and regulations:

1. Personal Services - 486 hours @ 26 dollars/hr. (Range 19)	= 12,636
2. Travel and Per Diem -	= 2,500
3. Attorney General's office time on regulations (10 hours @ \$80/hr.)	= <u>800</u>
Subtotal	15,936

B. Annual Costs

1. Review design standards:

Assume 20 sets of design standards @ \$26/hr., 3 hrs. each = 1,560

2. Review of grant application costs

Assume 20 applications, 8 hours each @ \$26/hr. = 4,160

3. Review of five-year programs:

Assume 20 programs, 5 hours each @ \$26/hr. = 2,600

C. Prepare annual report:

1. 40 hours @ \$26/hr. = 1,040

Subtotal \$9,360

First year costs, \$15,420
Continuing costs, 9,360/yr.

CAPITAL COSTS

A. Costs to upgrade, reconstruct, rehabilitate or pave existing eligible subdivision roads.

Estimated existing eligible mileage is 1500 miles. Estimate construction costs per mile, subdivision-type road, range from \$75,000 to \$300,000 depending on scope of work. For estimating purposes, we used \$100,000 per mile.

$$1500 \times \$100,000 = \$150,000,000 \times 50\% \text{ match} = \$75,000,000$$

Assuming 5 years for completion of initially eligible roads, capital costs per year would be 15 mill/yr.

COMMENTS ON CS SB 315

Page 1, line 14

It appears that the definition of "municipality" would preclude both the North Star Borough and the Kenai Borough from being eligible since they do not have road powers. This should be clarified.

Page 1, line 15

There is a discussion on allocation of funds. It is not clear who will be distributing the funds.

Page 1, line 19

It is suggested that the phrase "subject to a 50% match by each road service maintenance area" be deleted. If the phrase were added to section (b), line 22 it would clarify the intent.

Page 1, line 18

We believe the municipality and not DOT&PF should be responsible for approving design standards. There could be legal ramifications with DOT&PF approving standards established by the municipality if problems occur.

Page 3, line 4

It is recommended that the reference to the "department" be deleted. Even though the language is permissive, we are not in a position to perform maintenance on geographically scattered off-system subdivision roads. The department is currently attempting to get out of local road maintenance and construction as a matter of policy. We also believe it would be cumbersome and time-consuming to implement the process to receive revenue directly in the Regional maintenance budgets for services performed.

A rough estimate of the road miles eligible for funding under this bill was made. Depending on the interpretation of "municipality", the total mileage eligible under the bill as of right now could exceed 1900 miles. If a maintenance cost of \$6,000 per mile is used, the total cost to the department could be several million dollars.

MEMORANDUM

TO: All Members
Senate Finance Committee

FROM: Senator Jan Faiks

RE: CSSB 315

DATE: February 10, 1984

At the Finance Committee meeting on February 7th on SB 315 several issues were raised. This memo is in response to those questions.

1. What is the average assessment of homes in the Hillside area?

Answer The average assessment of homes in South Anchorage, as well as areawide is \$130,000.

2. What is the mil rate within the ARDSA (Anchorage Roads and Drainage Service Area)?

Answer In 1983 the mil rate was .6 in all of the ARDSA. In 1984 the mil rate is estimated to be 1.24.

3. What is the ratio of property taxes generated on homes versus taxes on businesses.

Answer Approximately 60% of property taxes come from residential dwellings and 40% from property taxes on businesses.

4. Some neighborhoods will not be able to afford even 50% of the cost of the improvements.

Answer The 50% match may be raised by an assessment on the entire service area or a mil rate levied on the houses on a particular street. The money may be accumulated over a five year period, so there would be an opportunity for a road maintenance service area to raise the money over an extended period of time.

5. What protections are in the bill to prevent new developers from applying for funding through this program?

Answer The purpose clause states that this funding is for existing subdivision roads. Also, the definition of

"construction" or "road improvement" says the funding is not for new construction.

6. How many miles of service roads are there in the various Senate districts.

Answer I have attached the pertinent pages from the FY 1983 State Revenue Sharing Entitlements for Municipalities. This will tell you how many miles of road in each borough or city received the \$2500 per mile maintenance money. Please keep in mind that these figures are from FY 83 and the mileage has increased substantially in the past year.

THE FOLLOWING DOCUMENT(S) MAY NOT FILM
LEGIBLY BECAUSE OF POOR QUALITY OF THE
ORIGINAL.

BY THE MUNICIPAL REVENUE SHARING ACT (1971)
 TOTAL ENTITLEMENT = 1,577,217,000

AUGUST 17, 1973

NOY	COM. AREA	ROUTE	VALUE	HOSPITAL ENTITLEMENT	HEALTH FACILITIES ENTITLEMENT	HOSPITAL CONST. AID
BOUGHS AND SERVICE AREAS						
0010	ANCHORAGE P.A.	400.00	1,000,000	7,199,810	5,233,000	52,037,240
0020	CITY P.A.	10.00	1,000,000	10		
0030	FAIRBANKS P.A.	15.00	1,000,000	10		
0040	CHULIUK P.A.	10.00	1,000,000	10		
0050	SIKOTUI P.A.	10.00	1,000,000	10		
0070	SEEN AREA	10.00	1,000,000	10		
0080	PIRE P.A.	10.00	1,000,000	10		
0090	ROADS & BRIDGES	10.00	1,000,000	10		
0095	LIMITED ROAD P.A.	10.00	1,000,000	10		
0100	POLICE P.A.	10.00	1,000,000	10		
0110	PARKS & REC	10.00	1,000,000	10		
0120	P. R. & TRUCKING	10.00	1,000,000	10		
0130	SOLID WASTE P.A.	10.00	1,000,000	10		
0140	CHULIUK/SOLID WASTE	10.00	1,000,000	10		
0150	TOWNSHIP SAFETY	10.00	1,000,000	10		
0160	CITY SA ROADS & BRIDGES	10.00	1,000,000	10		
0170	SERVICE AREA	10.00	1,000,000	10		
0175	MAPLE CANYON	14.70	1,000,000	10		
0180	PART OF ANCH.	10.00	1,000,000	10		
0185	ROADS (incl. all)	15.17	1,000,000	10		
0190	AIRPORT P.A.	10.00	1,000,000	10		
0195	PUBLIC TRUST	10.00	1,000,000	10		
0200	PARENTAL P.A.	10.00	1,000,000	10		
		<u>590.11</u>				
0210	BRISTOL BAY BOROUGH	7.50	7,500,000	10		
0230	FAIRBANKS BOROUGH	105.17	1,051,700,000	10		
0240	ELTER P.A.	7.00	7,000,000	10		
0250	NORTH STAR P.A.	6.00	6,000,000	10		
0260	UNIVERSITY P.A.	2.00	2,000,000	10		
0270	HAINES BOROUGH	0.00	0,000,000	10		

590.11 x 2,510 =
 1,477,275

590.11

BY 1967 MUNICIPAL REVENUE SHARING ENTITLEMENTS (AD)
 TOTAL ENTITLEMENT = \$55,721,000

AUGUST 17, 1967

KEY	COMMUNITY	PUBLIC ROAD MILES	ICE ROAD MILES	HOSPITAL ENTITLEMENT	HEALTH FACILITIES ENTITLEMENT	HOSPIT CONST. AT
0290	FIRE DISTRICT	0.00	0.00	00	00	0
1	0290 JUNEAU BOROUGH A.S.A.	0.00	0.00	2199,376	1145,113	1370
0300	S.A. 1	14.23	0.00	00	00	0
0310	S.A. 2	5.03	0.00	00	00	0
0320	S.A. 3	40.17	0.00	00	00	0
0330	S.A. 4	0.00	0.00	00	00	0
0340	S.A. 5	0.00	0.00	00	00	0
0350	S.A. 6	0.00	0.00	00	00	0
0360	S.A. 7	0.00	0.00	00	00	0
0370	S.A. 8	0.00	0.00	00	00	0
7	0380 KENAI PENINSULA BOROUGH	533.95 533.11	0.00	00	00	0
0395	CENTRAL PENINSULA HOSPITAL	0.00	0.00	\$214,566	00	1541,170
0390	MIKISKI F.P.	0.00	0.00	00	00	00
0395	SOUTH PENINSULA HOSPITAL	0.00	0.00	\$214,566	00	00
0400	NORTH KENAI REC.	0.00	0.00	00	00	00
0410	BEAR CREEK F.P.	0.00	0.00	00	00	00
0	0420 KETCHIKAN BOROUGH	0.00	0.00	00	00	00
0	0430 SHORELINE C.A.	0.00	0.00	00	00	00
0	0440 KODIAK ISLAND BOROUGH	0.00	0.00	\$214,566	1193,670	00
0	0450 FIRE DISTRICT I	0.00	0.00	00	00	00
0	0455 SERVICE DISTRICT	0.00	0.00	00	00	00
0	0460 ROAD DISTRICT	15.00	0.00	00	00	00
0	0470 NAT-SU BOROUGH	0.00	0.00	00	00	00
0	0480 WASILLA F.P.	0.00	0.00	00	00	00
0	0490 BUTTE F.P.	0.00	0.00	00	00	00
0	0500 GREATER PALMBA F.P.	0.00	0.00	00	00	00

EXHIBIT 1 - ORIGINAL RECORDS SHARING ENTITLEMENTS (M)

TOTAL ENTITLEMENT = 105,731,000

AUGUST 17, 1993

PUBLIC ROAD 100 8000 HOSPITAL HEALTH FACILITIES CONST. AI

KEY	COMMUNITY	WILES	WILES	ENTITLEMENT	ENTITLEMENT	CONST. AI
0510	BRITISH AIR	0.00	0.00	0.00	0.00	0.00
0520	NON-BRITISH	0.00	0.00	0.00	0.00	0.00
0530	TAL-BERNE FOOD	0.00	0.00	0.00	0.00	0.00
0540	TAL-BERNE FIB	0.00	0.00	0.00	0.00	0.00
0550	GARREN TRAFFIC	0.00	0.00	0.00	0.00	0.00
0561	WIDLEY	0.00	0.00	0.00	0.00	0.00
0570	LEEDS FIB	0.00	0.00	0.00	0.00	0.00
0580	WORTH STONE & HUBB	0.00	0.00	0.00	0.00	0.00

0590	ST. CLAIR CHURCH	0.00	0.00	0.00	0.00	0.00
1000	SARTON	0.00	0.00	0.00	0.00	0.00
1010	CLIFDOWN	0.00	0.00	0.00	0.00	0.00
1020	COLEIC	0.00	0.00	0.00	0.00	0.00
1030	CLIFDOWN	0.00	0.00	0.00	0.00	0.00
1040	SALFORD	0.00	0.00	0.00	0.00	0.00
1050	SARTON	0.00	0.00	0.00	0.00	0.00
1060	HAINES	0.00	0.00	0.00	0.00	0.00
1070	HAYES	0.00	0.00	0.00	0.00	0.00
1080	HAYES	0.00	0.00	0.00	0.00	0.00
1090	HAYES	0.00	0.00	0.00	0.00	0.00
1100	KAY	0.00	0.00	0.00	0.00	0.00
1110	KAY	0.00	0.00	0.00	0.00	0.00
1120	KITCHEN	0.00	0.00	0.00	0.00	0.00
1130	KING COVE	0.00	0.00	0.00	0.00	0.00
1140	KLEWICK	0.00	0.00	0.00	0.00	0.00
1150	KLEWICK	0.00	0.00	0.00	0.00	0.00
1160	KLEWICK	0.00	0.00	0.00	0.00	0.00
1170	NEWBY	0.00	0.00	0.00	0.00	0.00
1180	HOME	0.00	0.00	0.00	0.00	0.00
1190	NORTH HOLT	0.00	0.00	0.00	0.00	0.00
1200	SARTON	0.00	0.00	0.00	0.00	0.00
1210	PELLICAN	0.00	0.00	0.00	0.00	0.00
1220	PETERSBURG	0.00	0.00	0.00	0.00	0.00
1230	SAND POINT	0.00	0.00	0.00	0.00	0.00
1240	SAINI WARE	0.00	0.00	0.00	0.00	0.00
1250	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1260	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1270	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1280	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1290	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1300	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1310	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1320	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1330	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1340	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1350	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1360	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1370	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1380	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1390	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1400	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1410	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1420	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1430	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1440	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1450	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1460	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1470	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1480	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1490	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1500	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1510	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1520	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1530	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1540	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1550	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1560	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1570	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1580	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1590	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1600	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1610	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1620	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1630	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1640	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1650	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1660	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1670	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1680	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1690	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1700	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1710	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1720	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1730	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1740	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1750	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1760	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1770	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1780	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1790	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1800	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1810	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1820	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1830	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1840	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1850	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1860	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1870	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1880	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1890	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1900	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1910	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1920	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1930	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1940	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1950	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1960	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1970	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1980	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
1990	ST. CLAIR	0.00	0.00	0.00	0.00	0.00
2000	ST. CLAIR	0.00	0.00	0.00	0.00	0.00

11,421,42

11,421,42

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1

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FY 1967 MUNICIPAL REVENUE SHARING ENTITLEMENTS (FB)
 TOTAL ENTITLEMENT = \$55,721,930

AUGUST 17, 1963

KEY	COMMUNITY	PUBLIC ROAD	ICE ROAD	HOSPITAL	HEALTH FACILITIES	HOSPIT
		TILES	TILES	ENTITLEMENT	ENTITLEMENT	CONST. AI
1260	SEWART	21.55	0.00	\$214,560	\$125,551	
1270	SKAGWAY	2.57	0.00	50	50,565	
1270	SLEDSTRA	24.78	0.00	50	50	
1285	TANANA	21.89	0.00	50	50	
1290	UNALASKA	7.42	0.00	50	50,553	
1300	VALTIC	17.57	0.00	\$239,524	17,557	
1370	WAINWALL	7.57	0.00	\$204,313	\$13,236	
1380	YAKUTAT	3.31	0.00	50	50,560	
SECOND CLASS CITIES						
5000	AKHIC	4.70	0.00	50	50	
5010	AKIACHAK	2.59	0.00	50	50,540	
5070	AKIAK	1.30	0.00	50	50,555	
5070	AKOENIY	0.00	4.75	50	50,560	
5040	AKUTAN	0.00	0.00	50	50	
5050	ALAKATUK	4.00	0.00	50	50,553	
5060	ALEKNAKIA	7.00	1.50	50	50,555	
5070	ALLAKAKET	4.00	0.00	50	50	
5080	AMLER	5.23	0.00	50	50,594	
5090	ANAKTUVA PASS	0.00	0.00	50	50	
5100	ANDERSON	5.93	0.00	50	50	
5110	ANGOOK	5.15	0.00	50	50,515	
5120	ANIAK	7.15	24.00	50	17,758	
5130	ANVIK	0.00	0.00	50	50,554	
5140	ATYACTLUK	0.00	0.00	50	50,563	
5150	BETHEL	12.13	40.00	50	\$119,500	
5160	BREVIG MISSION	0.00	0.00	50	50,554	
5170	BUCKLAND	0.00	0.00	50	50	
5180	CHEFNAK	0.00	0.00	50	50,563	
5190	CHEVAK	1.07	0.00	50	50,563	
5200	CHUATHBALUK	4.00	5.00	50	50,594	
5210	CLARK'S POINT	0.00	0.00	50	50	
5215	COLD BAY	0.00	0.00	50	50	

FY 1987 MUNICIPAL REVENUE SHARING ENTITLEMENTS (A)
 TOTAL 1987 SHARE \$ 105,701,000

AUGUST 17, 1987

KEY	COUNTY	PUBLIC ROAD MILES	LOCAL ROAD MILES	HOSPITAL ENTITLEMENT	HEALTH FACILITIES ENTITLEMENT	HOSPITAL CONST. AMT
9230	DELTA DIVISION	10.34	0.00	10	17,391	
9240	DICKINSON	0.00	0.00	10	10	
9250	ESSEX	0.00	0.00	10	10	
9260	ETNA	0.00	0.00	10	10,363	
9270	ESSEX	0.00	0.00	10	10,278	
9280	ETNA	1.00	0.00	10	10,193	
9290	ESSEX	1.41	0.00	10	10,354	
9300	EAST YULON	10.00	0.00	10	10,421	
9310	NORTON LEWIS	0.00	1.00	10	10,351	
9320	JACKSON	1.00	0.00	10	10	
9330	WALTON	2.10	10.00	10	10,324	
9340	WALTON	0.75	0.00	10	10,363	
9350	WALTON	0.00	0.00	10	10,324	
9360	WALTON	4.00	0.00	10	10,324	
9370	WALTON	0.00	0.00	10	10	
9380	WALTON	11.00	0.00	10	10,324	
9390	WALTON	1.00	0.00	10	10,324	
9400	WALTON	7.00	0.00	10	10,324	
9410	WALTON	0.00	0.00	10	10	
9420	WALTON	0.00	0.00	10	10	
9430	WALTON	1.00	0.00	10	10,324	
9440	WALTON	0.00	0.00	10	10,324	
9450	WALTON	0.72	0.00	10	10,324	
9470	WALTON	0.00	0.00	10	10,324	
9480	WALTON	0.00	0.00	10	10,324	
9490	WALTON	0.00	0.00	10	10,324	
9500	WALTON	10.00	0.00	10	10,324	
9510	WALTON	1.00	0.00	10	10,324	
9520	WALTON	0.00	0.00	10	10,324	
9530	WALTON	0.00	0.00	10	10,324	
9540	WALTON	0.00	0.00	10	10,324	
9550	WALTON	0.00	0.00	10	10,324	
9560	WALTON	1.00	0.00	10	10,324	
9570	WALTON	0.00	0.00	10	10	
9580	WALTON	11.00	0.00	10	10,324	
9590	WALTON	0.00	0.00	10	10,324	

FY 1957 MUNICIPAL REVENUE SHARING ENTITLEMENTS (10)
 TOTAL ENTITLEMENT = \$87,701,200

AUGUST 17, 1956

KEY	COMMUNITY	PUBLIC ROAD	ICE ROAD	HOSPITAL ENTITLEMENT	HEALTH FACILITIES ENTITLEMENT	HOSPITAL CONST. AT
5590	MOUNTAIN VILLAGE	21.00	0.00	10	10,563	10
5600	NAPAKOON	2.00	0.00	10	10	10
5610	NAPAKOON	2.00	0.00	10	10	10
5620	NEWAHELE	2.00	0.00	10	10,563	10
5630	NEW STOWARD	2.00	0.00	10	10,258	10
5640	NEXTON	2.00	0.00	10	10	10
5650	NIGHTMUTE	2.00	0.00	10	10,563	10
5660	NINOLAI	2.00	0.00	10	10,563	10
5670	NOVAULTON	1.00	0.00	10	10	10
5680	NOORVIA	1.00	0.00	10	10,258	10
5690	NULATI	1.00	0.00	10	10,258	10
5700	NUILAUT	0.00	0.00	10	10	10
5710	OLD HAKA-OR	2.00	0.00	10	10	10
5720	OUTINKIT	2.00	0.00	10	10	10
5730	PILOT STATION	3.10	0.00	10	10	10
5740	PLATINUM	1.00	0.00	10	10	10
5750	POINT ROSE	1.00	0.00	10	10	10
5750	PORT ALEXANDER	0.00	0.00	10	10	10
5770	PORT HEISEN	20.00	0.00	10	10,258	10
5780	PORT LIONS	1.00	0.00	10	10	10
5790	QUINHACAK	1.00	0.00	10	10,563	10
5800	RUBY	0.00	0.00	10	10	10
5810	RUSSIAN MISSION	0.00	0.00	10	10	10
5820	SAINTE MICHAEL	0.00	0.00	10	10	10
5830	SAINTE PAUL	27.00	0.00	10	10,258	10
5840	SAVONICA	0.00	0.00	10	10	10
5850	SAXMAN	1.00	0.00	10	10	10
5860	SCAMMON BAY	1.00	0.00	10	10,563	10
5870	SELAWIK	0.00	0.00	10	10,258	10
5880	SHAGELUK	5.54	0.00	10	10	10
5890	SHAKTOOLIK	1.00	10.00	10	10	10
5900	SHELDON POINT	0.00	0.00	10	10,258	10
5910	SHICHMARLF	1.00	0.00	10	10	10
5920	SHUNGNAK	1.00	0.00	10	10	10
5930	STEBBINS	2.00	0.00	10	10,258	10
5950	TELLER	2.00	0.00	10	10,258	10

FY 1984 MUNICIPAL REVENUE SHARING ENTITLEMENTS (18)
 TOTAL ENTITLEMENT = 157,201,000

AUGUST 17, 1983

KEY	COMMUNITY	PUBLIC ROAD MILES	HOSPITAL ENTITLEMENT	HEALTH FACILITIES ENTITLEMENT	HOSPITAL CONST. AMT.
5990	TEJASO	0.00	10	18,543	10
5995	TOBIAS	0.00	10	18,543	10
6000	TOKESON WAY	0.00	10	18,543	10
6010	TULLY	0.00	10	18,543	10
6015	TUNONAK	0.00	10	18,543	10
6020	UPPER VALLEJO	0.00	10	18,543	10
6030	UPPER VALLEJO	16.50	10	10	10
6040	WALLEN	0.00	10	10	10
6050	WALLEN	0.00	10	18,251	10
6060	WALLEN	0.00	10	18,251	10
6070	WHITE MOUNTAIN	0.00	10	18,251	10
6080	WITTENBERG	0.00	10	10	10
6090	WEST FIRE	0.00	10	10	10
6100	WATSON WILLAGE	0.00	10	10	10
		TOTAL	15,242,753	2,475,539	14,043,087

FY 83 amount $\rightarrow 2,405.58 \times 2,500 \times 1.15 (\text{COLA}) = \$8,353,543$

FY 84 projection \rightarrow FY 84 - project Statewide public road mileage of between 3,200 to 3,300 miles

Call if you have question.
 Druff

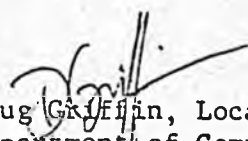
THE PRECEDING DOCUMENT(S) MAY NOT FILM
LEGIBLY BECAUSE OF POOR QUALITY OF THE
ORIGINAL.

TO: Sandy Stone
Senator Jan Faiks' Office

DATE: January 11, 1984

FILE NO:

TELEPHONE NO:

FROM:  Doug Griffin, Local Gov't Specialist
Department of Community and
Regional Affairs
Division of Municipal and Regional Assistance

SUBJECT: Road Service Areas

Here is the information you requested on behalf of Senator Faiks regarding the number of road service areas within the State. This information assumes that the data provided to this Department by the municipalities is accurate.

Road Service Areas within Boroughs

Municipality of Anchorage	16
Bristol Bay Borough	1
Fairbanks North Star Borough	25
City and Borough of Juneau	8
Kenai Peninsula Borough	6
Ketchikan Gateway Borough	1
Kodiak Island Borough	2
Mat-Su Borough	9
North Slope Borough	0
City and Borough of Sitka	<u>1</u>
TOTAL	69

Road service Areas within
Cities in the unorganized
Borough 24

Road Service Areas Statewide 93

Alaska State Legislature

OFFICIAL BUSINESS
CHAIRMAN
RULES COMMITTEE



JAN FAIKS
POUCH V
CAPITOL BUILDING
JUNEAU, ALASKA 99811

Senate

MEMORANDUM

DATE: March 30, 1984

TO: Representative Bette Cato
Chair, House Transportation Committee

FROM: Senator Jan Faiks

RE: Senate Bill 315 (FIN) am S

Thank you for your prompt scheduling of Senate Bill 315 before the House Transportation Committee.

One of the reasons I decided to run for the state legislature two years ago was the horrendous condition of so many subdivision roads in South Anchorage. I found it hard to believe that nothing could be done about improving them other than a direct state appropriation to certain privileged roads. When I arrived in Juneau I discovered that the problem was not unique to Anchorage.

Last session I introduced SB 315 which would set up a statewide program to facilitate funding for existing subdivision roads. Under this bill the state will provide 50% of the costs of the improvements if the homeowners are willing to set up a road maintenance service area and assess themselves for the other 50% of the costs. Roads constructed under this program must be maintained by the service area and must meet minimum design standards established by the municipality.

Funding appropriated to this program will be distributed around the state on a pro rata basis among the eligible municipalities based on the total road mileage in each road maintenance service area. Money allocated to a municipality will be distributed on a first come, first serve basis within the municipality.

Since I feel this is one of my reasons for being in the Legislature, it is one of my top priorities. I have worked with the various Senate committees and it passed the Senate 17-1-1-1.

Please let me know if you have any questions or need any clarification.

Thank you.

STATE OF ALASKA 1984 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date: _____

REQUEST

Bill/Resolution No.: CSSB 315 (Fin)
 Title: Act relating to road
maintenance service areas
 Sponsor: Faiks
 Requestor: _____
 Date of Request: _____

FISCAL DETAIL

Agency Affected: Trans. & Public Facilities
 Program Category Affected: _____
 BRU, Program or Subprogram(s) Affected: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
OPERATING						
100 PERSONAL SERVICES		22.0				
200 TRAVEL		2.5				
300 CONTRACTUAL		.8				
400 SUPPLIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS						
800 MISCELLANEOUS						
TOTAL OPERATING		25.3				
CAPITAL		3,000.0				
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND	3,025.3				
FEDERAL FUNDS					
OTHER					
TOTAL	3,025.3				

POSITIONS:

FULL-TIME	0				
PART-TIME	0				
TEMPORARY	0				

SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

ANALYSIS: Attach a separate page for analysis

Prepared By: *Don Bennett* Phone: 465-3753
 Division: Don Bennett, Co-chairman Date: March 15, 1984
Senate Finance Committee
 Approved by Commissioner: _____ Date: _____
 Agency: _____

Distribution (by Agency preparing fiscal note):

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

12/1/83

FISCAL NOTE

Revision Date: 2/6/84

REQUEST

Bill/Resolution No.: CS SB 315
 Title: "An Act relating to road maintenance service areas."
 Sponsor: Faiks
 Requestor: _____
 Date of Request: 1/19/84

FISCAL DETAIL

Agency Affected: Trans. & Public Facilities
 Program Category Affected: _____
 BRU, Program or Subprogram(s) Affected: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
OPERATING						
100 PERSONAL SERVICES	-0-	22.0	9.4	9.4	9.4	9.4
200 TRAVEL	-0-	2.5				
300 CONTRACTUAL	-0-	.8				
400 SUPPLIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS						
800 MISCELLANEOUS						
TOTAL OPERATING	-0-	25.3	9.4	9.4	9.4	9.4
CAPITAL		15,000.0	15,000.0	15,000.0	15,000.0	15,000.0
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND	-0-	15,025.3	15,009.4	15,009.4	15,009.4	15,009.4
FEDERAL FUNDS						
OTHER						
TOTAL		15,025.3	15,009.4	15,009.4	15,009.4	15,009.4

POSITIONS:

FULL-TIME	-0-	-0-	-0-	-0-	-0-	-0-
PART-TIME	-0-	-0-	-0-	-0-	-0-	-0-
TEMPORARY	-0-	-0-	-0-	-0-	-0-	-0-

SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

Not identified in the bill.

ANALYSIS: Attach a separate page for analysis

Prepared By: John J. Simpson Phone: 789-6261
 Division: Standards & Technical Services Division Date: 2/2/84

Approved by Commissioner: Dr. Melis Date: 2/7/84
 Agency: Acting Deputy Commissioner DOT&PF

Distribution (by Agency preparing fiscal note):

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

12/1/83

ANALYSIS - CS SB 315

- I. This bill proposes to provide grant funds to municipalities for road improvements of existing subdivision roads that are within newly created road maintenance service areas. The State would provide half the funding and the road maintenance service area would provide the other half on a matching basis.

Under this bill it is assumed that the Department of Transportation and Public Facilities (DOT&PF) would be required to do the following things:

- a) Administer grants to municipalities applying for the road maintenance service area funds;
- b) Review annual submittal of a five-year plan for road improvements to these service area roads and analyze them for logic, completeness and conformance to established boundaries;
- c) Establish regulations to carry out the grant process;
- d) Review and approve design standards for service area roads;
- e) Prepare an annual report to the Governor showing how the funding for the preceding twelve months was used.

We assumed that the task of developing regulations for the grant process is a one-time effort and would occur in FY 85 only. All other tasks were assumed to be an annual cost. All costs are general fund costs.

OPERATING COSTS

- A. One-time cost of developing and implementing program guidelines, criteria and regulations:

1. Personal Services - 486 hours @ 26 dollars/hr. (Range 19)	= 12,636
2. Travel and Per Diem -	= 2,500
3. Attorney General's office time on regulations (10 hours @ \$80/hr.)	= 800
	<hr/>
Subtotal	15,936

B. Annual Costs

1. Review design standards:

Assume 20 sets of design standards @ \$26/hr., 3 hrs. each = 1,560

2. Review of grant application costs

Assume 20 applications, 8 hours each @ \$26/hr. = 4,160

3. Review of five-year programs:

Assume 20 programs, 5 hours each @ \$26/hr. = 2,600

C. Prepare annual report:

1. 40 hours @ \$26/hr. = 1,040

Subtotal \$9,160

First year costs, \$15,420
Continuing costs, 9,360/yr.

CAPITAL COSTS

A. Costs to upgrade, reconstruct, rehabilitate or pave existing eligible subdivision roads.

Estimated existing eligible mileage is 1500 miles. Estimate construction costs per mile, subdivision-type road, range from \$75,000 to \$300,000 depending on scope of work. For estimating purposes, we used \$100,000 per mile.

$$1500 \times \$100,000 = \$150,000,000 \times 50\% \text{ match} = \$75,000,000$$

Assuming 5 years for completion of initially eligible roads, capital costs per year would be 15 mill/yr.

COMMENTS ON CS SB 315

Page 1, line 14

It appears that the definition of "municipality" would preclude both the North Star Borough and the Kenai Borough from being eligible since they do not have road powers. This should be clarified.

Page 1, line 15

There is a discussion on allocation of funds. It is not clear who will be distributing the funds.

Page 1, line 19

It is suggested that the phrase "subject to a 50% match by each road service maintenance area" be deleted. If the phrase were added to section (b), line 22 it would clarify the intent.

Page 2, line 18

We believe the municipality and not DOT&PF should be responsible for approving design standards. There could be legal ramifications with DOT&PF approving standards established by the municipality if problems occur.

Page 3, line 4

It is recommended that the reference to the "department" be deleted. Even though the language is permissive, we are not in a position to perform maintenance on geographically scattered off-system subdivision roads. The department is currently attempting to get out of local road maintenance and construction as a matter of policy. We also believe it would be cumbersome and time-consuming to implement the process to receive revenue directly in the Regional maintenance budgets for services performed.

A rough estimate of the road miles eligible for funding under this bill was made. Depending on the interpretation of "municipality", the total mileage eligible under the bill as of right now could exceed 1900 miles. If a maintenance cost of \$6,000 per mile is used, the total cost to the department could be several million dollars.

STATE OF ALASKA 1984 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date: 2/3/84

REQUEST

Bill/Resolution No.: CS SB 315
Title: An Act relating to road
maintenance service areas
Sponsor: Faiks
Requestor:
Date of Request: 1/19/84

FISCAL DETAIL

Agency Affected: DOT&PF
Program Category Affected:
BRU, Program or Subprogram(s) Affected:

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
OPERATING						
100 PERSONAL SERVICES		22.0	9.4	9.4	9.4	9.4
200 TRAVEL		2.5				
300 CONTRACTUAL		.8				
400 SUPPLIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS						
800 MISCELLANEOUS						
TOTAL OPERATING		25.3	9.4	9.4	9.4	9.4
CAPITAL						
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND		25.3	9.4	9.4	9.4	9.4
FEDERAL FUNDS						
OTHER						
TOTAL		25.3	9.4	9.4	9.4	9.4

POSITIONS:

FULL-TIME		-0-	-0-	-0-	-0-	-0-
PART-TIME		-0-	-0-	-0-	-0-	-0-
TEMPORARY		-0-	-0-	-0-	-0-	-0-

SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

Not identified in the bill.

ANALYSIS: Attach a separate page for analysis

Prepared By: John Simpson Phone: 789-6261
Division: Standards & Technical Services Div. Date: 2/2/84
Approved by Commissioner: Date: 2/3/84
Agency: DOT&PF

Distribution (by Agency preparing fiscal note):

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

12/1/83

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- A. One-time cost of developing and implementing program guidelines, criteria and regulations:

1. Personal Services:		
486 hours @ \$26/hr.	(range 19)	=\$12,636
2. Travel and Per Diem:		= 2,500
3. Attorney General's office time on regulations (10 hours @ \$80/hr.)		= 800
	Subtotal	\$15,936

- B. Annual Costs:

1. Review design standards:		
Assume 20 sets of design standards @ \$26/hr., 3 hrs. each		=\$ 1,560
2. Review of grant application costs		
Assume 20 applicants, 8 hours each @ \$26/hr.		= 4,160
3. Review of five-year programs:		
Assume 20 programs, 8 hours each @ \$26/hr.		= 2,600

C. Prepare annual report:

1. 40 hours @ \$26/hr.

Subtotal = \$ 1,040
 = \$ 9,360

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MEMORANDUM

TO: [Sandy Stone
Senator Jan Faiks' Office

DATE: January 11, 1984

FILE NO:

TELEPHONE NO:

FROM: *D. Griffin*
Doug Griffin, Local Gov't Specialist
Department of Community and
Regional Affairs
Division of Municipal and Regional Assistance

SUBJECT: Road Service Areas

Here is the information you requested on behalf of Senator Faiks regarding the number of road service areas within the State. This information assumes that the data provided to this Department by the municipalities is accurate.

Road Service Areas within Boroughs

Municipality of Anchorage	16
Bristol Bay Borough	1
Fairbanks North Star Borough	25
City and Borough of Juneau	3
Kenai Peninsula Borough	6
Ketchikan Gateway Borough	1
Kodiak Island Borough	2
Mat-Su Borough	9
North Slope Borough	0
City and Borough of Sitka	<u>1</u>
TOTAL	69

184 total in 1984

Road service Areas within
Cities in the unorganized
Borough 24

Road Service Areas Statewide 93

THE FOLLOWING DOCUMENT(S) MAY NOT FILM
LEGIBLY BECAUSE OF POOR QUALITY OF THE
ORIGINAL.

FY 1988 MUNICIPAL REVENUE SHARING ENTITLEMENTS (M) TOTAL ENTITLEMENT = 135,721,000

AUGUST 17, 1987

KEY	COMMUNITY	PUBLIC ROAD MILES	LOCAL ROAD MILES	HOSPITAL ENTITLEMENT	HEALTH FACILITIES ENTITLEMENT	HOSPITAL CONST. AID
BOROUGH AND SERVICE AREAS						
0010	ANCHORAGE A.W.A.	400.00	0.00	1199,375	5,227,869	52,037,248
0020	CITY S.A.	0.00	0.00	10	10	10
0030	FAIRBANKS RIVER	15.11	0.00	10	10	10
0040	CHUGCIAN	0.00	0.00	10	10	10
0050	BEARDWOOD	10.54	0.00	10	10	10
0070	GREEN ALPS	10.59	0.00	10	10	10
0080	PIRE S.A.	0.00	0.00	10	10	10
0090	ROADS & DRAINAGE	0.00	0.00	10	10	10
0095	LIMITED ROAD S.A.	0.00	0.00	10	10	10
0100	POLICE S.A.	0.00	0.00	10	10	10
0110	PARKS & RECREATION	0.00	0.00	10	10	10
0120	P.P.R./CHUGCIAN	0.00	0.00	10	10	10
0130	SOLID WASTE S.A.	0.00	0.00	10	10	10
0140	CHUGCIAN/SOLID WASTE	0.00	0.00	10	10	10
0150	BUILDING SAFETY	0.00	0.00	10	10	10
0160	CITY SA ROADS & DRAINAGE	0.00	0.00	10	10	10
0170	SERVICE AREA 10	0.00	0.00	10	10	10
0175	UPPER CUMMINGS	14.70	0.00	10	10	10
0180	PORT OF ANCH.	0.00	0.00	10	10	10
0185	ROADS (excludes all)	19.17	0.00	10	10	10
0190	AIRPORT S.A.	0.00	0.00	10	10	10
0195	PUBLIC TRANSPORT	0.00	0.00	10	10	10
0200	PAPERING S.A.	0.00	0.00	10	10	10
		<u>590.91</u>				
0210	BRISTOL BAY BOROUGH	7.30	0.00	10	10	
0230	FAIRBANKS BOROUGH	105.17	0.00	10	10	10
0240	ESTER F.A.	0.00	0.00	10	10	
0250	NORTH STAR F.A.	0.00	0.00	10	10	
0260	UNIVERSITY F.A.	0.00	0.00	10	10	
0270	HAINES BOROUGH	0.00	0.00	10	10	

590.91 x 2,500 =
1,477,275

FY 1983 MUNICIPAL REVENUE SHARING ENTITLEMENTS (42)
 TOTAL ENTITLEMENT = \$55,721,000

AUGUST 17, 1983

KEY	COMMUNITY	PUBLIC ROAD MILES	ICE ROAD MILES	HOSPITAL ENTITLEMENT	HEALTH FACILITIES ENTITLEMENT	HOSPITAL CONST. AMT.
0250	FIRE DISTRICT	0.00	0.00	\$0	\$0	\$0
0290	JUNEAU BOROUGH A.V.	0.00	0.00	\$199,335	\$145,113	\$70,766
0300	S.A. 1	14.23	0.00	\$0	\$0	\$0
0310	S.A. 2	5.03	0.00	\$0	\$0	\$0
0320	S.A. 3	40.17	0.00	\$0	\$0	\$0
0330	S.A. 4	0.00	0.00	\$0	\$0	\$0
0340	S.A. 5	0.00	0.00	\$0	\$0	\$0
0350	S.A. 6	0.00	0.00	\$0	\$0	\$0
0360	S.A. 7	0.00	0.00	\$0	\$0	\$0
0370	S.A. 8	0.00	0.00	\$0	\$0	\$0
0380	KENAI PENINSULA BOROUGH	533.98 233.10	0.00	\$0	\$0	\$0
0395	CENTRAL PENINSULA HOSPITAL	0.00	0.00	\$214,566	\$0	\$541,171
0390	HIKISKI F.P.	0.00	0.00	\$0	\$0	\$0
0395	SOUTH PENINSULA HOSPITAL	0.00	0.00	\$214,566	\$0	\$0
0400	NORTH KENAI REC.	0.00	0.00	\$0	\$0	\$0
0410	BEAR CREEK F.P.	0.00	0.00	\$0	\$0	\$0
0420	KETCHIKAN BOROUGH	0.00	0.00	\$0	\$0	\$0
0430	SHORELINE S.A.	0.00	0.00	\$0	\$0	\$0
0440	KODIAK ISLAND BOROUGH	0.00	0.00	\$214,540	\$193,670	\$0
0450	FIRE DISTRICT I	0.00	0.00	\$0	\$0	\$0
0455	SERVICE DISTRICT	0.00	0.00	\$0	\$0	\$0
0460	ROAD DISTRICT	15.00	0.00	\$0	\$0	\$0
0470	MAT-SU BOROUGH	0.00	0.00	\$0	\$0	\$0
0480	WASILLA F.P.	0.00	0.00	\$0	\$0	\$0
0490	BUTTE F.P.	0.00	0.00	\$0	\$0	\$0
0500	GREATER PALMER F.P.	0.00	0.00	\$0	\$0	\$0

AUGUST 17, 1993

BY 1993 UNICAL SERVICE SHARING AGREEMENTS (U.S.A.)

TOTAL ENTITLEMENT = \$5,727,000

PUBLIC ROAD HOSPITAL HEALTH FACILITIES HOSPITAL
 WILES WILES ENTITLEMENT ENTITLEMENT CONST. AMT
 COMMUNITY WILES WILES WILES WILES

KEY	COMMUNITY	WILES	WILES	ENTITLEMENT	ENTITLEMENT	CONST. AMT
0510	BUTTON FLD.	0.00	0.00	0.00	0.00	0.00
0520	NON AREA-RIDE	0.00	0.00	0.00	0.00	0.00
0525	TALKING FLD.	0.00	0.00	0.00	0.00	0.00
0530	TALKING FLD.	0.00	0.00	0.00	0.00	0.00
0540	GARDEN TERRACE	0.00	0.00	0.00	0.00	0.00
0541	WINDY	0.00	0.00	0.00	0.00	0.00
0550	LAKES FLD.	0.00	0.00	0.00	0.00	0.00
0560	NORTH GLOBE FLD.	0.00	13.10	0.00	0.00	0.00

0570	DICK FOREST	16.86	0.00	0.00	0.00	0.00
0570	FIRST CLASS OFFICE	0.00	0.00	0.00	0.00	0.00
1000	BARBON	0.00	0.00	0.00	0.00	0.00
1010	CONDOVA	0.00	0.00	0.00	0.00	0.00
1020	CAVIO	0.00	0.00	0.00	0.00	0.00
1030	CLIFFHILL	0.00	0.00	0.00	0.00	0.00
1040	ISLELAND	0.00	0.00	0.00	0.00	0.00
1050	BELINA	0.00	0.00	0.00	0.00	0.00
1060	HILLES	0.00	0.00	0.00	0.00	0.00
1070	H.WEB	0.00	0.00	0.00	0.00	0.00
1080	HONAN	0.00	0.00	0.00	0.00	0.00
1090	HYDEBURG	0.00	0.00	0.00	0.00	0.00
1100	KAKE	0.00	0.00	0.00	0.00	0.00
1110	K.FAI	0.00	0.00	0.00	0.00	0.00
1120	KITCHIKAN	0.00	0.00	0.00	0.00	0.00
1140	KING COVE	0.00	0.00	0.00	0.00	0.00
1150	KLAWOCK	0.00	0.00	0.00	0.00	0.00
1160	KODIAN	0.00	0.00	0.00	0.00	0.00
1170	NEWARK	0.00	0.00	0.00	0.00	0.00
1180	HOME	0.00	0.00	0.00	0.00	0.00
1190	HOME	0.00	0.00	0.00	0.00	0.00
1190	NORTH POLE	0.00	0.00	0.00	0.00	0.00
1200	PATLER	0.00	0.00	0.00	0.00	0.00
1210	PETICAN	0.00	0.00	0.00	0.00	0.00
1220	PETERSBURG	0.00	0.00	0.00	0.00	0.00
1230	SAND POINT	0.00	0.00	0.00	0.00	0.00
1240	SANT MARY'S	0.00	0.00	0.00	0.00	0.00
1250	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1260	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1270	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1280	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1290	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1300	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1310	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1320	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1330	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1340	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1350	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1360	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1370	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1380	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1390	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1400	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1410	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1420	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1430	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1440	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1450	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1460	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1470	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1480	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1490	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1500	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1510	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1520	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1530	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1540	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1550	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1560	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1570	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1580	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1590	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1600	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1610	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1620	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1630	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1640	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1650	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1660	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1670	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1680	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1690	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1700	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1710	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1720	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1730	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1740	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1750	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1760	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1770	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1780	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1790	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1800	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1810	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1820	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1830	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1840	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1850	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1860	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1870	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1880	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1890	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1900	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1910	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1920	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1930	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1940	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1950	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1960	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1970	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1980	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
1990	ST. MARY'S	0.00	0.00	0.00	0.00	0.00
2000	ST. MARY'S	0.00	0.00	0.00	0.00	0.00

FY 1963 MUNICIPAL REVENUE SHARING ENTITLEMENTS (12)
 TOTAL ENTITLEMENT = \$55,721,000

AUGUST 17, 1963

KEY	COMMUNITY	PUBLIC ROAD MILES	ICE ROAD MILES	HOSPITAL ENTITLEMENT	HEALTH FACILITIES ENTITLEMENT	HOSPIT. CONST. AMT.
1260	BEWARD	31.55	0.00	\$214,566	\$123,591	0
1270	SKAGWAY	2.50	0.00	0	0	0
1280	SOLDOTNA	34.78	0.00	0	0	0
1285	TANANA	31.89	0.00	0	0	0
1290	UNALASKA	31.42	0.00	0	\$3,253	0
1300	VALDEZ	17.60	0.00	\$239,624	\$7,057	0
1370	WAINWRIGHT	7.53	0.00	\$206,313	\$13,236	0
1360	YAKUTAT	3.31	0.00	0	\$5,566	0
SECOND CLASS CITIES						
5000	AKHICK	4.00	0.00	0	0	0
5010	AKIACHAK	2.50	0.00	0	\$8,563	0
5020	AKIAK	1.30	0.00	0	\$1,563	0
5030	AKOLNIDUT	0.00	4.75	0	\$8,563	0
5040	AKUTAN	0.00	0.00	0	0	0
5050	ALAYANUK	4.00	0.00	0	\$8,563	0
5060	ALEKNASIK	7.00	1.50	0	\$8,253	0
5070	ALLAKAKET	4.00	0.00	0	0	0
5080	ANDLER	3.23	0.00	0	\$8,824	0
5090	ANAKTUVUK PASS	0.00	0.00	0	0	0
5100	ANDERSON	5.33	0.00	0	0	0
5110	ANGOOK	5.15	0.00	0	\$8,513	0
5120	ANZAK	2.35	24.00	0	\$17,758	0
5130	ANVIK	0.00	0.00	0	\$8,824	0
5140	ATMAUTLUAN	0.00	0.00	0	\$1,563	0
5150	BETHEL	12.13	43.00	0	\$119,890	0
5160	BREVIG MISSION	0.00	0.00	0	\$8,824	0
5170	BUCKLAND	0.00	0.00	0	0	0
5180	CHEFORNAN	0.00	0.00	0	\$8,563	0
5190	CHEVAK	1.05	0.00	0	\$8,563	0
5200	CHUATHBALUK	4.00	0.00	0	\$8,824	0
5210	CLARK'S POINT	0.00	0.00	0	0	0
5215	COLD BAY	0.00	0.00	0	0	0

FY 1957 MUNICIPAL REVENUE SHARING ENTITLEMENTS (42)
 TOTAL ENTITLEMENT = 155,721,000

AUGUST 17, 1957

KEY	COMMUNITY	PUBLIC ROAD MILES	ICE ROAD MILES	HOSPITAL ENTITLEMENT	HEALTH FACILITIES ENTITLEMENT	HOSPITAL CONST. AMT.
5230	DELTA JUNCTION	12.69	0.00	10	18,563	10
5240	DICHODE	0.00	0.00	10	10	10
5250	FRALLE	0.69	0.00	10	10	10
5260	EEK	0.00	0.00	10	18,563	10
5270	EKAKAK	0.00	0.00	10	18,563	10
5280	ELIY	1.60	0.00	10	18,563	10
5290	EMADAK	1.41	7.90	10	18,563	10
5300	FORT YUKON	12.50	0.00	10	18,563	10
5310	FORTUNA LEGGE	0.00	1.00	10	18,563	10
5320	GARTILL	0.00	0.00	10	10	10
5330	GELOVIN	2.10	15.00	10	18,563	10
5340	GOODWIN RAY	0.75	0.00	10	18,563	10
5350	GRAYLING	0.50	0.00	10	18,563	10
5360	HOLY CROSS	4.10	0.00	10	18,563	10
5370	HOOPER RAY	0.00	0.00	10	10	10
5380	HOUSTON	11.00	0.00	10	10	10
5390	HUGHES	1.00	0.00	10	10	10
5400	HUSLIA	12.00	0.00	10	18,563	10
5410	KACHEPAK	0.00	0.00	10	10	10
5420	KAKTOVIK	0.00	0.00	10	10	10
5430	KALTAS	1.00	0.00	10	18,563	10
5440	KASAPY	0.00	0.00	10	18,563	10
5450	KIAMA	1.72	0.00	10	18,563	10
5470	KIVALTA	0.00	0.00	10	10	10
5480	KOLUK	0.00	0.00	10	18,563	10
5490	KOTLIK	0.00	0.00	10	18,563	10
5500	KOTTEGUS	10.67	3.50	10	10	10
5510	KOYNA	1.79	0.00	10	18,563	10
5520	KOYUKUK	0.00	0.00	10	10	10
5530	KUPREKOF	0.00	0.00	10	10	10
5540	KATHLUK	0.00	0.00	10	18,563	10
5550	LARSEN RAY	0.00	0.00	10	10	10
5555	LOWER KALSKAG	1.07	0.00	10	18,563	10
5560	MANOKOTAK	0.00	0.00	10	10	10
5570	MCGRATH	11.67	0.00	10	18,563	10
5580	MEKORAYUK	0.00	0.00	10	18,563	10

FY 1957 MUNICIPAL REVENUE SHARING ENTITLEMENTS (P2)
 TOTAL ENTITLEMENT = 155,721,000

AUGUST 17, 1956

KEY	COMMUNITY	MILES	MILES	ENTITLEMENT	ENTITLEMENT	CONST. AID
5595	MOUNTAIN VILLAGE	21.50	0.00	90	58,563	10
5600	NAPAKTAK	0.00	0.00	90	90	10
5610	NAPAKTAK	0.00	0.00	90	58,563	10
5620	NEWHALEN	0.00	0.00	90	58,563	10
5630	NEW STUYAHOK	0.00	0.00	90	90	10
5640	NEWTOK	0.00	0.00	90	58,563	10
5650	NIGHTMUTE	0.00	0.00	90	58,563	10
5660	NIKOLAI	0.00	0.00	90	90	10
5670	NOVINGTON	1.50	0.00	90	58,563	10
5680	NOORVIA	2.47	0.00	90	58,563	10
5690	NULATO	6.30	0.00	90	58,563	10
5700	NUISGUT	0.00	0.00	90	90	10
5710	OLD HARBOR	4.45	0.00	90	90	10
5720	OUZYAKIE	3.10	0.00	90	90	10
5730	PILOT STATION	2.00	0.00	90	90	10
5740	PLATINUM	0.00	0.00	90	90	10
5750	POINT HOPE	0.00	0.00	90	90	10
5750	PORT ALEXANDER	0.00	0.00	90	90	10
5770	PORT HEIDEN	26.00	0.00	90	58,563	10
5780	PORT LIONS	3.13	0.00	90	90	10
5790	QUINAGACK	1.00	0.00	90	58,563	10
5800	RUBY	0.00	0.00	90	90	10
5810	RUSSIAN MISSION	0.00	0.00	90	90	10
5820	SAINTE MICHAEL	0.00	0.00	90	58,563	10
5830	SAINT PAUL	77.50	0.00	90	90	10
5840	SAVONIGA	0.00	0.00	90	90	10
5850	SAXMAN	3.20	0.00	90	90	10
5860	SCANNON BAY	1.26	0.00	90	58,563	10
5870	SELAWIK	0.00	0.00	90	90	10
5880	SHABELUK	5.54	0.00	90	90	10
5890	SHAKTOOLIK	3.50	12.00	90	58,563	10
5900	SHELDON POINT	0.00	0.00	90	90	10
5910	SHICHYARLE	1.30	0.00	90	90	10
5920	SHUNGNAK	1.50	0.00	90	58,563	10
5930	STERBINS	0.00	0.00	90	58,563	10
5950	TELLER	2.00	0.00	90	58,563	10

FY 1963 MUNICIPAL REVENUE EARNS ENTITLEMENTS (42)
 TOTAL ENTITLEMENT = \$5,721,000

AUGUST 12, 1963

KEY COMMUNITY ALICE WILLES HOSPITAL HEALTH FACILITIES CONST. AND
 PUBLIC UTIL. ICE ROAD ENTITLEMENT ENTITLEMENT ENTITLEMENT

KEY	COMMUNITY	ALICE	WILLES	HOSPITAL	HEALTH FACILITIES	CONST. AND
5930	REARER SPRING	0.00	0.00	0.00	0.00	0.00
5990	TOBIAS	0.00	0.00	0.00	0.00	0.00
6000	TOXSON WAY	0.00	0.00	0.00	0.00	0.00
6010	TOLEMAN	0.00	0.00	0.00	0.00	0.00
6015	TUNNARD	0.00	0.00	0.00	0.00	0.00
6020	UNLAKELT	0.00	0.00	0.00	0.00	0.00
6030	UPPER WALKER	1.00	16.50	0.00	0.00	0.00
6040	WALMIGHT	0.00	0.00	0.00	0.00	0.00
6050	WALKER	0.00	0.00	0.00	0.00	0.00
6060	WALKER	0.00	0.00	0.00	0.00	0.00
6070	WHITE MOUNTAIN	2.75	0.00	0.00	0.00	0.00
6080	WALTER	0.00	0.00	0.00	0.00	0.00
6090	WALTER	0.00	0.00	0.00	0.00	0.00
6100	WALTER WILBER POINT	0.00	0.00	0.00	0.00	0.00
TOTAL		3,262,750	3,262,750	0.00	0.00	0.00
		12,475,583	12,475,583	0.00	0.00	0.00
		14,045,037	14,045,037	0.00	0.00	0.00

FY 83 amount → 2,905.58 X 2,1500 X 1.15 (cost) = \$8,353,543

FY 84 - project Statewide public road mileage of between 3,200 to 3,300 miles

FY 84 projection →
 Cost if you have
 question. Diff.

THE PRECEDING DOCUMENT(S) MAY NOT FILM
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ORIGINAL.

June 20, 1983

REPORT NO. 22

INTRODUCTION OF BILLS (Senate)

Road
Improvement
Districts

SENATE BILL NO. 315, by Senator Faiks. Provides for state grants to municipalities to "facilitate funding for the upgrading, reconstructing, rehabilitating, and paving of subdivision roads within a road improvement district established under AS 29.63 or under a charter of a home rule or unified municipality."

Each year a municipality would receive funds based on total road mileage in each road improvement district in that municipality, subject to a 50 percent match by each road improvement district. After establishing a road improvement district, a municipality could apply to the state for a grant as funds are available. The state could require a municipality to submit a yearly five-year plan for the upgrading, reconstructing, rehabilitating, and paving of improvement district roads. A municipality that receives funding would be required to make a yearly report showing the use of the money. Does not provide for an effective date (becomes law 90 days after the Governor's signature).

Introduced June 15 and referred to Transportation and Finance.

Interest
Rates

SENATE BILL NO. 316, by the Labor & Commerce Committee. Amends laws governing maximum allowable interest rates in Alaska as follows:

--Amends AS 06.40.120(c) relating to the interest charged on premium financing agreements to allow a maximum of "two percent a month on that part of the balance of premiums due as does not exceed \$10,000 and at a rate agreed by contract on the balance of premiums due exceeding \$10,000." Currently the maximum rate is "the nominal rate of 15 percent plus an additional charge of \$10 per premium finance agreement which need not be refunded upon cancellation or prepayment."

--Amends AS 09.55.440(a) relating to judgment interest to provide that a judgment include interest "at the rate of five percentage points above the annual rate charged member banks for advances by the 12th Federal Reserve District on the date of the judgment." Currently judgment interest is six percent a year.

--Amends AS 45.10.120(b) to increase maximum allowable interest charged on retail installment contracts. For balances of \$10,000 or less rate would be 1-3/4%. For balances over \$10,000, the interest rate would be agreed upon by contract (currently five-sixths of one percent on balances of \$1,000 or less, and two-thirds of one percent on balances over \$1,000).

--Amend. AS 45.10.120(c) to increase maximum allowable interest

COMMITTEE REPORTS (Senate)(cont'd)

SB 311 (cont'd)

The State Affairs CS deletes: "Best known as the father of Alaska Statehood, Ernest Gruening fought to protect and wisely use Alaska's natural resources, while winning national acclaim as an ardent fighter for the rights of the individual and for efforts toward strengthening world peace." Remainder identical and would establish February 6 of each year as Ernest Gruening Day.

History: Introduced June 9, 1983 by Senator Vic Fischer and referred to State Affairs.

Road
Improvement
Districts

SENATE BILL NO. 315, (see page 941, 1983 report). Reported back to the Senate on January 18 by Transportation with the committee recommending it be replaced with a Transportation CS and a majority recommending do pass. Concurring: Moss (Chairman), Faiks and Gilman. To Finance.

The following is a summary of the bill, noting Transportation CS changes:

The original bill sought to facilitate funding for road maintenance of existing subdivision roads within a "road improvement district" established under AS 29.63 or under a local government charter. The Transportation CS changes wording to "road maintenance service area" throughout the bill to conform to terms used in AS 29.63.

Provides that each fiscal year eligible municipalities will receive state road improvement funds based on total road mileage in each "road maintenance service area" in the municipality, subject to a 50% match by each service area. CS adds: "The amounts which are available shall be distributed pro rata among eligible municipalities."

Changes provision which would have required municipalities to disburse funds based on a needs assessment. Transportation CS provides that money shall be disbursed on a first come, first service priority of applications.

Funds would be available for expenditure in a particular service area for a period of five years. After that, the money could be spent in other road maintenance service areas in the municipality, unless there are no other service areas, in which case the money would be returned to the state.

A municipality may apply to the state for road maintenance funds after it has established a road maintenance service area under AS 29.63, or under charter of home rule or unified municipality. The state may require the municipality to submit a five-year plan for the upgrading, reconstructing, rehabilitation, or paving of maintenance service area roads.

The municipality would be responsible for establishing design standards for construction in a road maintenance service area, and would administer construction of all projects. Requires that contracts entered into by a municipality for road projects funded

COMMITTEE REPORTS (Senate)(cont'd)

SB 315 (cont'd)

under this program be awarded only on the basis of the lowest responsible bid.

Maintenance of roads constructed under the program would be the responsibility of the road maintenance service area (responsibility of the municipality under the original version). A service area could contract with the state or with a local government for maintenance.

Municipalities receiving money must make an annual report to the state, by October 1, showing the use of the money during the preceding 12 months. The Dept. of Transportation and Public Facilities must, in turn, report to the Governor by December 1.

Definition of "construction or road improvement" includes utility and drainage costs but excludes financial costs, right-of-way costs, and new road construction.

History: Original bill was introduced June 15, 1983 by Senator Faiks and referred to Transportation and Finance.

Pacific Time Zone
(changing statutory references)

SENATE BILL NO. 341, (see page 11). Reported back to the Senate on January 18 by State Affairs with the committee recommending it do pass. Concurring: Vic Fischer (Chairman), Ray, Rodey, Strugulewski and Kelly. To Judiciary.

Appropriation (supplemental) (operation of Legislature)

SENATE BILL NO. 348, (see page 16). Reported back to the Senate on January 19 by Finance with a majority of the committee recommending it be replaced with a CS and that it do pass. Concurring: Bennett (Co-Chmn.), Sackett, Vic Fischer, Ferguson, Faiks and Mulcahy. To Rules.

The Finance CS increases appropriation from \$250,000 to \$667,500, and lists the allocations as follows:

--Television coverage of Senate proceedings	- \$250,000
--Modular furniture for the pressroom	- 42,500
--Senate Resources Committee for a lobbying effort to influence U.S. Senate action amending the Export Administration Act to all export of a limited amount of Alaska crude oil	- 300,000
--operating expenses of the Senate Oil & Gas Committee	- 75,000

Regulation of Religious Schools

SENATE BILL NO. 354, (see page 18). The five-day hearing notice rule was waived on January 16 so the bill could be heard in Judiciary. January 17 a Health, Education & Social Services referral was added. Reported back from Judiciary on January 19 with the committee recommending it be replaced with a CS and as follows: Ray (Chairman) and Ziegler signed "no recommendation"; Pettyjohn and Eliason signed "do pass." To Health, Education & Social Services.

SB 301 (cont'd)

designed to "enhance the furbearer population, increase the productivity of furbearer habitats, initiate useful furbearer research programs, and educate trappers consistent with the goal to provide for an optimum population of furbearers." The department could adopt regulations to administer the program. Legislative intent is that the appropriations made to the fund equal at least 50% of the fees collected for resident trapping licenses. The bill increases the resident trapping license fee (in AS 16.05.340(a)(3)(B)) from \$3 to \$10. Provides that money appropriated to the Furbearer Management Fund is for capitalization of a loan fund and does not lapse. Effective July 1, 1983.

The Resources CS makes the following changes:

--Updates the effective date from July 1, 1983 to January 1, 1985.

--Instead of creating a separate "Furbearer Management Fund" in the Dept. of Fish and Game, the Resources CS amends AS 16.05.130 (relating to uses of money received from the sale of sport fishing, hunting, and trapping licenses or permit fees) by adding: "Money accruing to the state from the sale of resident trapping licenses may only be used for furbearer management." Further directs the Department of Fish & Game to maintain a Furbearer Management Account within the Fish and Game Fund to separate accounting of receipt and expenditure of money from the sale of resident trapping licenses. Stipulates that "furbearer management shall be designed to enhance the furbearer population, increase the productivity of furbearer habitats, initiate useful furbearer research, and educate trappers consistent with the goal to provide for an optimum population of furbearers."

--Increases fee for resident hunting and trapping licenses from \$15 to \$22 (amends AS 16.05.340(a)(3)). Increases resident trapping license fee (AS 16.05.340(a)(4)) from \$3 to \$10. Increases resident hunting, trapping, and sportfishing license fee (AS 16.05.340(a)(6)) from \$25 to \$32.

Road
Improvement
Districts

SENATE BILL NO. 315, (see page 73). Reported back to the Senate on March 16 by Finance with the committee recommending it be replaced with a Finance CS and as follows: Bennett (Co-Chairman) and Faiks signed "do pass." Mulcahy and Josephson signed "no recommendation." To Rules.

The Finance CS makes the following changes to the Transportation CS:

--Changes effective date of July 1, 1984.

--Makes basic language clean-up, rearranging paragraphs and changing wording where necessary to improve clarity.

--Changes "under a charter of a home rule or unified municipality" to "under a home rule charter" throughout. Redundant--a unified municipality operates under a home rule charter.

--Municipalities would be required to submit a five-year plan for

COMMITTEE REPORTS (Senate)(cont'd)

SB 315 (cont'd)

the upgrading, reconstructing, rehabilitating, or paving of maintenance service area roads for approval before October 1 of each fiscal year. Under previous version, the five-year plan was not mandatory, but could be required by the Department of Transportation & Public Facilities.

--Rewrites (b) under section on eligibility to read: "A municipality shall [, SUBJECT TO APPROVAL OF THE DEPARTMENT,] establish design standards for construction in a road maintenance service area. An application for a grant for improving an existing road under this section may not be granted by the department until the existing road meets the minimum design standards of the municipality." (Bracketed material deleted from Transportation CS, underlined material added.)

Agric. Loan Act
(amending)

SENATE BILL NO. 342, (see pages 11;244). Reported back to the Senate on March 13 by Finance with the committee recommending it be replaced with a Finance CS and the majority signing do pass. Concurring: Bennett (Co-Chairman), Sackett and Mulcahy. Ferguson and Vic Fischer signed "no recommendation." To Rules.

The Finance CS changes provision in Sec. 3 relating to extending the term of short term loans (see p. 245). Under Finance CS the term could only be extended for up to three years. Remainder identical to the Resources version.

Appropriation (supplemental) (Legislators' salaries)

SENATE BILL NO. 365, (see page 70). Reported back to the Senate on March 15 by Finance with the committee recommending do pass. Concurring: Bennett (Co-Chairman), Sackett, Vic Fischer, Mulcahy, Faiks and Josephson. To Rules.

Land Disposal & Management

SENATE BILL NO. 375, (see page 115). Reported back to the Senate on March 13 by Resources with the committee recommending it be replaced with a Resources CS and the majority signing "do pass." Concurring: Fahrenkamp (Chairman), Vic Fischer, Eliason and Ziegler. Mulcahy signed "no recommendation." To Finance.

The Resources CS includes several new sections. New sections 3, 17, 34, 40, 47, 65, 66, 72-75, and 77 amend various state land laws to reflect passage in 1983 of SB 41, which awarded the University of Alaska ownership and management of certain state lands. References to "university" land are deleted or appropriately amended, and provisions are added to AS 38.04 and 38.05 specifically stating that those laws do not apply to land owned by the Board of Regents of the University of Alaska.

Also contains provisions of SB 344/HB 455 relating to title defects in state lands. Those provisions would be effective immediately (rather than July 1, 1984, as is rest of bill) and are contained in Secs. 18, 34 and 41.

Further amends AS 38.05.050 to eliminate requirement that land disposals be held in a community "in which regular sessions of a

2 be adopted?" The

L. Gilman,
Pertyjohn, Ziegler

Fahrenkamp,
Mc. Josephson,
ss, Ray, Sackett,

consent that CS FOR
ed engrossed, advanced
age. Without objec-

read the third time.

TE BILL NO. 78 (HESS)
reements; efd) pass
the following result:

Fahrenkamp,
ui, Fischer Mc,
ephson, Kelly,
tyjohn, Ray,

ett, Ziegler

in passed the Senate.

esent that the roll
ered the roll call
jection, it was so

SB 78 cont'd

CS FOR SENATE BILL NO. 78 (HESS) am was engrossed, signed by the President and Secretary and transmitted to the House for consideration.

SB 446

SENATE BILL NO. 446 (personal safety curriculum in public schools) was read the second time.

Senator Falks moved and asked unanimous consent for the adoption of the Rules Committee Substitute offered on page 2472. Without objection, CS FOR SENATE BILL NO. 446 (RLS) was adopted.

CS FOR SENATE BILL NO. 446 (RLS) was read the second time.

Senator Ray moved and asked unanimous consent that CS FOR SENATE BILL NO. 446 (RLS) be considered engrossed, advanced to third reading and placed on final passage. Without objection, it was so ordered.

CS FOR SENATE BILL NO. 446 (RLS) was read the third time.

Senator Ray moved and asked unanimous consent that CS FOR SENATE BILL NO. 446 (RLS) be moved to the bottom of the calendar. Without objection, it was so ordered.

SENATE BILLS IN SECOND READING

SB 315

CS FOR SENATE BILL NO. 315 (FIN) (road maintenance service fees; efd) which was held from March 26 was before the Senate in second reading.

SB 315 cont'd

Senator Faiks offered the following Amendment No. 1:

Page 2, line 24: After "action" insert
"which was constructed after the effective
date of this bill"

Senator Faiks moved and asked unanimous consent for the adoption of amendment No. 1. Senator Gilman objected for the purpose of a technical amendment to change "was" to "is". Senator Gilman withdrew his objection. There being no further objection, Amendment No. 1 with the technical amendment was adopted.

Senator Ray moved and asked unanimous consent that CS FOR SENATE BILL NO. 315 (FIN) be considered engrossed, advanced to third reading and passed on final passage. Without objection, it was so ordered.

CS FOR SENATE BILL NO. 315 (FIN) was read the third time.

The question being: "Shall CS FOR SENATE BILL NO. 315 (FIN) as amended be considered engrossed, advanced to third reading and passed on final passage?" The roll was taken with the following result:

CS 315 FIN AM 3RD

Yeas: 17 Senators: Elison, Fahrenberg,
Faiks, Ferguson, Fischer Paul,
Fischer Vic, Gilman, Halzard,
Josephson, Kelly, Kerttula, Mose,
Mulcahy, Pettyjohn, Sturgulewski,
Ziesler

Nays: 1 Ray

Excused: 1 Rodey

Absent: 1 Skett

and so, CS FOR SENATE BILL NO. 315 (FIN) was passed the Senate.

Senator Ray moved and asked unanimous consent that the roll call on the passage of the bill be considered the roll call on the effective date clause. Without objection, it was so ordered.

March 27, 1984

SB 315 cont'd

CS FOR SENATE BILL NO. 500 (SA) to be considered engrossed, advanced to third reading and passed on final passage. Without objection, it was so ordered.

SB 500

CS FOR SENATE BILL NO. 500 (SA) to be considered engrossed, advanced to third reading and passed on final passage. Without objection, it was so ordered.

Senator Vic Fischer of

Page 4, line 3: D
insert January 1,

Senator Vic Fischer moved and asked unanimous consent for the adoption of Amendment No. 1 was adopted.

Senator Ray moved and asked unanimous consent that CS FOR SENATE BILL NO. 500 (SA) to be considered engrossed, advanced to third reading and passed on final passage. Without objection, it was so ordered.

CS FOR SENATE BILL NO. 500

The question being: "Shall CS FOR SENATE BILL NO. 500 (SA) to be considered engrossed, advanced to third reading and passed on final passage?" The roll was taken with the following result:

CS 500 SA AM 3RD

Yeas: 18 Ber.
Fai
Fis
Jos
Mul
Stu

Nays: 0

Excused: 1 Rod

Absent: 1 Sac

and so, CS FOR SENATE BILL NO. 500 (SA) was passed the Senate.

Amendment No. 1:

Insert effective

Consent for the adoption objected for the change "was" to "is". There being no further technical amendment was

Consent that CS FOR SENATE BILL NO. 315 (FIN) am was engrossed, signed by the President and Secretary and transmitted to the House for consideration.

Consent that CS FOR SENATE BILL NO. 500 (SA) am be considered engrossed, advanced to third reading and placed on final passage. Without objection, it was so ordered.

Consent that CS FOR SENATE BILL NO. 500 (SA) am be considered engrossed, advanced to third reading and placed on final passage. Without objection, it was so ordered.

Consent that CS FOR SENATE BILL NO. 500 (SA) am be considered engrossed, advanced to third reading and placed on final passage. Without objection, it was so ordered.

Consent that CS FOR SENATE BILL NO. 500 (SA) am be considered engrossed, advanced to third reading and placed on final passage. Without objection, it was so ordered.

Consent that the roll called and no objection, it was so ordered.

SB 315 cont'd

CS FOR SENATE BILL NO. 315 (FIN) am was engrossed, signed by the President and Secretary and transmitted to the House for consideration.

SB 500

CS FOR SENATE BILL NO. 500 (SA) (reduction of litter and the recovery of materials and energy from litter; efd) which was held from March 26 was before the Senate in second reading.

Senator Vic Fischer offered the following Amendment No. 1:

Page 4, line 3: Delete July 1, 1984 and insert January 1, 1985

Senator Vic Fischer moved and asked unanimous consent for the adoption of Amendment No. 1. Without objection, Amendment No. 1 was adopted.

Senator Ray moved and asked unanimous consent that CS FOR SENATE BILL NO. 500 (SA) am be considered engrossed, advanced to third reading and placed on final passage. Without objection, it was so ordered.

CS FOR SENATE BILL NO. 500 (SA) am was read the third time.

The question being: "Shall CS FOR SENATE BILL NO. 500 (SA) am (reduction of litter and the recovery of materials and energy from litter; efd) pass the Senate?" The roll was taken with the following result:

CS SB 500 SA AM 3RD

Yeas: 13 Bennett, Eliason, Fahrenkamp, Faiks, Ferguson, Fischer Paul, Fischer Vic, Gilman, Halford, Josephson, Kelly, Kerttula, Moss, Mulcahy, Pettyjohn, Ray, Sturgulewski, Ziegler

Nays: 0

Excused: 1 Rooney

Absent: 1 Sackett

and so, CS FOR SENATE BILL NO. 500 (SA) am passed the Senate.

3/16/84

STATE OF ALASKA-1984 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date: _____

REQUEST

Bill/Resolution No.: CSSB 315 (Fin)
 Title: Act relating to road maintenance service areas
 Sponsor: Faiks
 Requestor: _____
 Date of Request: _____

FISCAL DETAIL

Agency Affected: Trans. & Public Facilities
 Program Category Affected: _____
 BRU, Program or Subprogram(s) Affected: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
OPERATING						
100 PERSONAL SERVICES		22.0				
200 TRAVEL		2.5				
300 CONTRACTUAL		.8				
400 SUPPLIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS						
800 MISCELLANEOUS						
TOTAL OPERATING		25.3				

CAPITAL		3,000.0				
----------------	--	---------	--	--	--	--

REVENUE						
----------------	--	--	--	--	--	--

FUNDING: (Thousands of Dollars)

GENERAL FUND		3,025.3				
FEDERAL FUNDS						
OTHER						
TOTAL		3,025.3				

POSITIONS:

FULL-TIME		0				
PART-TIME		0				
TEMPORARY		0				

SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

ANALYSIS: Attach a separate page for analysis

Prepared By: *[Signature]* Phone: 465-3753
 Division: Don Bennett, Co-chairman Date: March 15, 1984
 Senate Finance Committee
 Approved by Commissioner: _____ Date: _____
 Agency: _____

Distribution (by Agency preparing fiscal note):

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

12/1/83

S B

370

Original sponsor: Rules/Governor

1 IN THE SENATE BY THE TRANSPORTATION COMMITTEE
2 CS FOR SENATE BILL NO. 370 (Transportation) am
3 IN THE LEGISLATURE OF THE STATE OF ALASKA
4 THIRTEENTH LEGISLATURE - SECOND SESSION
5 A BILL

6 For an Act entitled: "An Act authorizing the acquisition of the Alaska
7 Railroad; authorizing the governor to negotiate the
8 transfer terms; and providing for an effective date."

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

10 * Section 1. ACCEPTANCE OF CERTIFICATION REQUIREMENTS OF ALASKA RAIL-
11 ROAD TRANSFER ACT OF 1982. The state accepts, for itself and any entity
12 that might subsequently be created to operate the Alaska Railroad, the
13 certification requirements under 45 U.S.C. 1201 - 1214 (Alaska Railroad
14 Transfer Act of January 14, 1983). Accordingly, the state agrees to

15 (1) acquire the Alaska Railroad and accept all rail property of
16 the Alaska Railroad under 45 U.S.C. 1203(a) ~~as described in the report of~~
17 ~~July 14, 1983, as amended, submitted to Congress and the legislature under,~~
18 ~~45 U.S.C. 1204(a);~~

19 (2) operate the Alaska Railroad as a rail carrier in intrastate
20 and interstate commerce;

21 (3) assume all rights, liabilities, and obligations of the
22 Alaska Railroad existing on the date of transfer to the state, including
23 leases, permits, licenses, contracts, agreements, claims, tariffs, accounts
24 receivable, and accounts payable, except as otherwise provided by 45 U.S.C.
25 1201 - 1214;

26 (4) protect the employment interests of the employees of the
27 Alaska Railroad during the two-year period commencing on the date of trans-
28 fer, as required by 45 U.S.C. 1203(d)(3)(A) and 45 U.S.C. 1206;

29 (5) protect the employment interests of the officers of the

1 Alaska Railroad as required by 45 U.S.C. 1203(d)(3)(E);

2 (6) allow representatives of the United States Secretary of
3 Transportation adequate access to employees and records of the Alaska
4 Railroad when needed for the performance of functions related to the period
5 of federal ownership; and

6 (7) compensate the United States at the value determined by the
7 United States Railway Association under 45 U.S.C. 1204(d).

8 * Sec. 2. (a) The governor may enter into transfer agreements, compen-
9 sation agreements, and any other related agreements with the United States
10 Secretary of Transportation in order to secure certification by the secre-
11 tary that the state has met the requirements of 45 U.S.C. 1203 and in order
12 to secure the transfer of the Alaska Railroad to the state ~~of the rail~~
13 ~~properties of the Alaska Railroad as described in the report of July 14,~~
14 ~~1973, as amended, submitted to Congress and the legislature under 45 U.S.C.~~
15 ~~1204(a).~~

16 (b) Transfer of the Alaska Railroad shall not occur until after the
17 effective date of an Act establishing or otherwise providing for an entity
18 to operate the state-owned railroad.

19 * Sec. 3. DEFINITIONS. In this Act, unless the context clearly indi-
20 cates otherwise,

21 (1) "Alaska Railroad" means the agency of the United States
22 Government that is operated by the U.S. Department of Transportation as a
23 rail carrier in Alaska under authority of 43 U.S.C. 975 - 975(g) (Alaska
24 Railroad Act) and 49 U.S.C. 1655(i) (Department of Transportation Act) or,
25 as the context requires, the railroad operated by that agency;

26 (2) "certification requirements" means the conditions under 45
27 U.S.C. 1203 that the United States Secretary of Transportation must certify
28 as having been satisfied by the state before transfer of the Alaska Rail-
29 road to the State of Alaska may occur under 45 U.S.C. 1203(a);

1 (3) "compensate" means payment in full or by credit agreement
2 with cash or pledged funds;

3 (4) "officers of the Alaska Railroad" means the employees occu-
4 pying the following positions at the Alaska Railroad as of the day before
5 the date of transfer to the state: general manager; assistant general
6 manager; assistant to the general manager; chief of administration; and
7 chief counsel.

8 * Sec. 4. This Act takes effect immediately in accordance with AS 01.-
9 10.070(c).



STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

January 24, 1984

The Honorable Jalmar Kerttula
President of the Senate
Pouch V
Juneau, AK 99811

Dear Senator Kerttula:

Under the authority of art. III, sec. 18, of the Alaska Constitution, I am transmitting a bill that will authorize the state to acquire the Alaska Railroad. The bill is required so that the certification process mandated by the Alaska Railroad Transfer Act (ARTA; P.L. 97-468) can be effected. Once this certification process is completed, acquisition of the railroad can occur as soon as practicable.

The bill essentially says that the state agrees to meet the transfer conditions set out in the Transfer Act. A more detailed analysis of the bill follows:

Section 1 says that the state agrees to the transfer conditions set out in the Alaska Railroad Transfer Act. Specifically, these points of agreement are as follows:

- 1) The state agrees to acquire all the rail property of the railroad.
- 2) The state agrees to operate the railroad as a rail carrier in intrastate and interstate commerce.
- 3) The state agrees to assume all rights, liabilities, and obligations of the railroad that exist on the date of transfer.
- 4) The state agrees to protect the employment interests of the railroad employees as required by sec. 604(d)(3)(A)(i) -- (vii) and sec. 607 of ARTA.

- 5) The state agrees to protect the employment interests of the officers of the railroad as required by sec. 604(d)(3)(E) of ARTA.
- 6) The state agrees to allow the Secretary of Transportation access to employees and records of the Alaska Railroad.
- 7) The state agrees to compensate the United States at the appraisal value that was determined by the United States Railway Association.

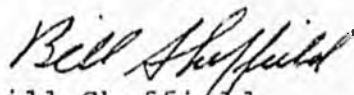
Section 2 authorizes the governor to enter into the various transfer agreements that relate to the points listed above and that will be required in order to secure certification of compliance with the Transfer Act and thus to secure the transfer of the railroad.

Section 3 defines certain terms used in the bill.

Section 4 provides for an immediate effective date.

I urge your favorable action on this bill as soon as possible so that the transfer of the ownership of the Alaska Railroad to the state can become a reality.

Sincerely,



Bill Sheffield
Governor

SENATE LETTER OF INTENT

CSSB 370(Trsp) am

It is the intent of the Legislature that the Department of Transportation and Public Facilities shall hold a public hearing in each of the communities affected along the proposed right-of-way corridor established under 16 U.S.C. 410hh (4)(b)-(e) known as the Western (Kobuk River) unit of the Gates of the Arctic National Park, before proceeding with any proposed railroad into the Ambler Mining District.

Adopted by the Senate 3/15/84

STATE OF ALASKA 1984 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date: 1/19/84

REQUEST
Bill/Resolution No.: _____
Title: Alaska Railroad Acquisition Act
Sponsor: _____
Requestor: Rules, by request of Governor
Date of Request: 1/18/84

FISCAL DETAIL
Agency Affected: N/A
Program Category Affected: N/A
BRU, Program or Subprogram(s) Affected: _____
N/A

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
OPERATING *						
100 PERSONAL SERVICES	-0-	-0-	-0-	-0-	-0-	-0-
200 TRAVEL						
300 CONTRACTUAL						
400 SUPPLIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS						
800 MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-
CAPITAL	-0-	22,271.0	-0-	-0-	-0-	-0-
REVENUE *	-0-	-0-	-0-	-0-	-0-	-0-

FUNDING: (Thousands of Dollars)

GENERAL FUND	-0-	22,271.0	-0-	-0-	-0-	-0-
FEDERAL FUNDS						
OTHER						
TOTAL	-0-	22,271.0	-0-	-0-	-0-	-0-

POSITIONS: *

FULL-TIME	-0-	-0-	-0-	-0-	-0-	-0-
PART-TIME						
TEMPORARY						

SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL: GENERAL FUND

*This fiscal note only covers the actual purchase price. Specific estimates for these other needs will be presented in subsequent fiscal notes relating to proposed operating entity legislation.

ANALYSIS: Attach a separate page for analysis

Prepared By: Mark S. Hickey, State Railroad Coordinator Phone: 465-3900
Division: Alaska Railroad Transfer Team Date: 1/19/84
Approved by Commissioner: H. Glenzer, Jr. Date: 1/19/84
Agency: Dept. of Transportation & Public Facilities

Distribution (by Agency preparing fiscal note):
Legislative Finance
Legislative Sponsor
Requestor
Office of Management and Budget
Impacted Agency(ies)

S

B

3

8

9

STATE OF ALASKA 1984 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date: 4/16/84

REQUEST

Bill/Resolution No.: CSSB 389 (Finance)
Title: Kenai River Bridge - Section 1

Sponsor: Gilman, P Fischer
Requestor: Senate Trans. Committee
Date of Request: 2/16/84

FISCAL DETAIL

Agency Affected: DOT&PF
Program Category Affected: D&C

BRU, Program or Subprogram(s) Affected:

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 SUPPLIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS						
800 MISCELLANEOUS			20.0	20.0	20.0	20.0
TOTAL OPERATING						
CAPITAL		5,672.0				
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND		5,672.0	20.0	20.0	20.0	20.0
FEDERAL FUNDS						
OTHER						
TOTAL						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

Not identified by bill sponsor.

ANALYSIS: Attach a separate page for any Analysis

Prepared By: William R. Snell Phone: 266-1462
Division: Planning Date: 4/16/84
Approved by Commissioner: R.J. Knapp *RM for* Date: 4/18/84
Agency: DOT&PF

Distribution (by Agency preparing fiscal note):

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

ANALYSIS CSSB 389 - SECTION 1

1. Would increase the maintenance and operations budget for the Department.
2. Fiscal impact on new programs or activities: Unknown
3. Cost estimate prepared by Design and Construction based on data provided from project design; Departmental M&O standard costs based on \$5,500 per lane mile (12 ft. widths -- approximately 2 miles)
4. This project would fund:
 - a. Construction of a bridge over the Kenai River.
 - b. Construct a road from bridge to Funny River Road (South) and from the bridge to Scout Lake Road (North).

Cost estimate includes Design Completion (bridge design completion, materials work, and specifications update), ROW, Utilities, and Construction.

STATE OF ALASKA 1984 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date: _____

REQUEST

Bill/Resolution No.: CSSB 389
Title: Tunukak River Bridge, Section 2

FISCAL DETAIL

Agency Affected: DOT&PF
Program Category Affected: _____

Sponsor: Gilman, P. Fischer

BRU, Program or Subprogram(s) Affected: _____

Requestor: Update for Committee Sub.

Date of Request: ---

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
OPERATING						
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 SUPPLIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS						
800 MISCELLANEOUS						
TOTAL OPERATING						
CAPITAL		750.0				
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND		750.0				
FEDERAL FUNDS						
OTHER						
TOTAL		750.0				

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

ANALYSIS: Attach a separate page for analysis

Prepared By: John Simpson Phone: 789-6261

Division: Standards & Technical Services Date: 4-16-84

Approved by Commissioner: R. J. Knapp *AK* Date: 4-18-84

Agency: DOT&PF

Distribution (by Agency preparing fiscal note):

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

12/1/83

Analysis - CSSB 389 - Section 2

The cost estimate was provided by the DOT&PF Bridge Design Section, and would construct sheet pile abutments to protect the bridge between the village and the airport from storm damage.

DETAILS:

Sheet pile abutment and bank protection	\$430,000
Backfile	45,000
Move existing bridge	20,000
Gabion Energy Dissapators	15,000
Mobilization	<u>100,000</u>
	\$610,000
Preliminary engineering & construction	<u>140,000</u>
TOTAL	<u>\$750,000</u>

Alaska State Legislature



POUCH V
JUNEAU, ALASKA 99811

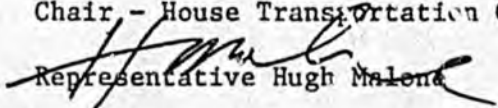
P. O. BOX 9
KENAI, ALASKA 99611

REPRESENTATIVE HUGH MALONE

APR 16 1984

April 16, 1984

TO: Representative Bette Cato
Chair - House Transportation Committee

FROM: 
Representative Hugh Malone

SUBJECT: SB 389

The Kenai River/Funny River Bridge project is one that has been identified by local and state authorities for over 20 years. It has been documented by community need and economic factors in attached pages from the Kenai Regional Transportation Study, published by DOT/Pf and jointly prepared by DOT/Pf, Kenai Peninsula Borough and the Cities of Soldotna, Kenai, Homer, Seward, Seldovia, etc.

Salient features are as follows:

1. Provide access to a large area on the southeast side of the Kenai River. Borough tax records show approximately 200 families with 576 persons in the area. Assess is currently in the 17-mile Funny River Road following the Kenai River from Soldotna.

A large portion of Funny River Road passes through federal land of the Kenai Wildlife Refuge (formerly the Kenai National Moose Range). The road was constructed many years ago to minimum access standards and poses grave safety problems due to its narrow width and current high traffic levels. Accidents are frequent (see attached Peninsula Clarion article). School buses have a treacherous time in the severe weather conditions during winter and break up. Routing keeps children on the buses far longer than necessary.

2. The Bridge project is far more cost effective and removes much of the need for upgrade and realignment of Funny River Road. The project cost is under \$6 million while DOT/Pf's cost estimates of reconstructing for the 17 miles of the road run as high as \$1 million per mile.
3. Provides faster and improved ambulance, fire and public safety access to families on the south side of Kenai River by allowing emergency vehicles to use the paved Sterling Highway and cross the Kenai River toward the end of Funny River Road. Residential fires are frequently terminal since heavy fire equipment makes very slow progress over the 17 miles of narrow, icy and potholed road.

Representative Bette Cato
April 16, 1984
Page 2

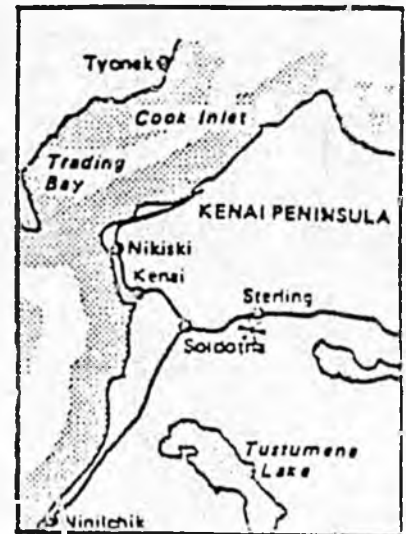
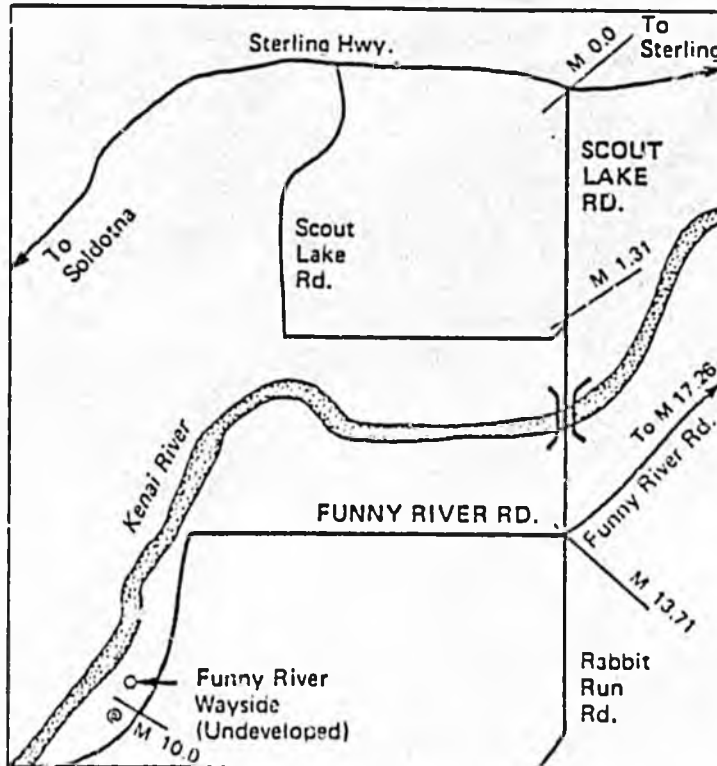
4. Provides access for residents of the southern side of Kenai River to:
 - ° Sterling Elementary School, grades K - 6.
 - ° Business area of Sterling.
 - ° Access to paved Sterling Highway for faster, safer travel either toward Anchorage or Soldotna.
5. Provides general public access to under-utilized state park lands on the southeast side of Kenai River, helping to solve access problem to the river and to disperse the immense fishing crowds over a wide variety of sites.

Actions on this Bridge/Road project are as follows:

1. 1980 - Appropriation for reconnaissance.
2. 1981 - Appropriation for design.
3. 1982 - Included in bond package which was vetoed by Governor.
4. Included in Sheffield 1983 Administrative Budget (DOT/Pf) which was submitted to legislature.

The bridge has identified as #14 on the Kenai Peninsula Transportation Plan. Since the development of that plan, 10 of the 14 projects have been completed, are under contract or adopted as municipal projects, moving this project up to number 4 on the priority list.

Thank you.

FUNNY RIVER (SR 117300)/BRIDGE/SCOUT LAKE (SR 118700)

Capital Cost:

\$ 8.4 million

Funny River: 1980 ADT = 225

Scout Lake: 1980 ADT = 200

Existing Condition: Scout Lake Mile 0.0 (E. Jct. Sterling Hwy) to Mile 1.31 (Jct. improved road to river): Gravelled 22' surface, no shoulders. Funny River Mile 10 to Mile 17.26 (End of route): Gravelled 26' surface.

Proposed Physical Improvement: Phase I: Scout Lake (Sterling Hwy to Funny River Rd); Widen to 36', pave. Construct 26'-wide bridge, boat ramp and parking area next to bridge. Phase II:

Funny River: Mile 13.71 to Mile 17.26: Widen to 36', pave. Phase III: Funny River: Mile 10 to Mile 13.71: Widen to 36', pave.

Project Alternatives: Improve Funny River Rd., Mile 0.0 (Jct. Sterling Hwy) to Mile 17.26 (End of route) to 28' rural paved standard.

Status: DOT/PI has completed Scout Lake Rd. and bridge design.

Funding for project requested in DOT/PF's Central Region, FY 83 CIP.

Next Step Prior to Construction: Final design and permits for Funny River Rd., Mile 10 to Mile 17.26 and parking area.

Factors Affecting Development: Need parking area maintenance agreement with DNR-Div. of Parks

Relation to Other KRTS Projects: None

Cost - 5,672

X-14615

SCOUT LAKE ROAD EXTENSION

STERLING HIGHWAY TO FUNNY RIVER RD. GRADING, DRAINAGE, PAVING, & BRIDGE



RECEIVED

OCT.

DEPT. OF TRANSPORTATION

LEGEND

CONSTRUCT RESIDENTIAL DRIVEWAY APPROACH
RADIUS=25' UNLESS SHOWN OTHERWISE

CONSTRUCT PUBLIC ROAD APPROACH
R=50' UNLESS SHOWN OTHERWISE

CONSTRUCT PIPE CONDUIT - (SKEW INDICATED IF
OTHER THAN PARALLEL TO Q CONSTRUCTION)

MOVE AND DISPOSE OF CULVERT PIPE

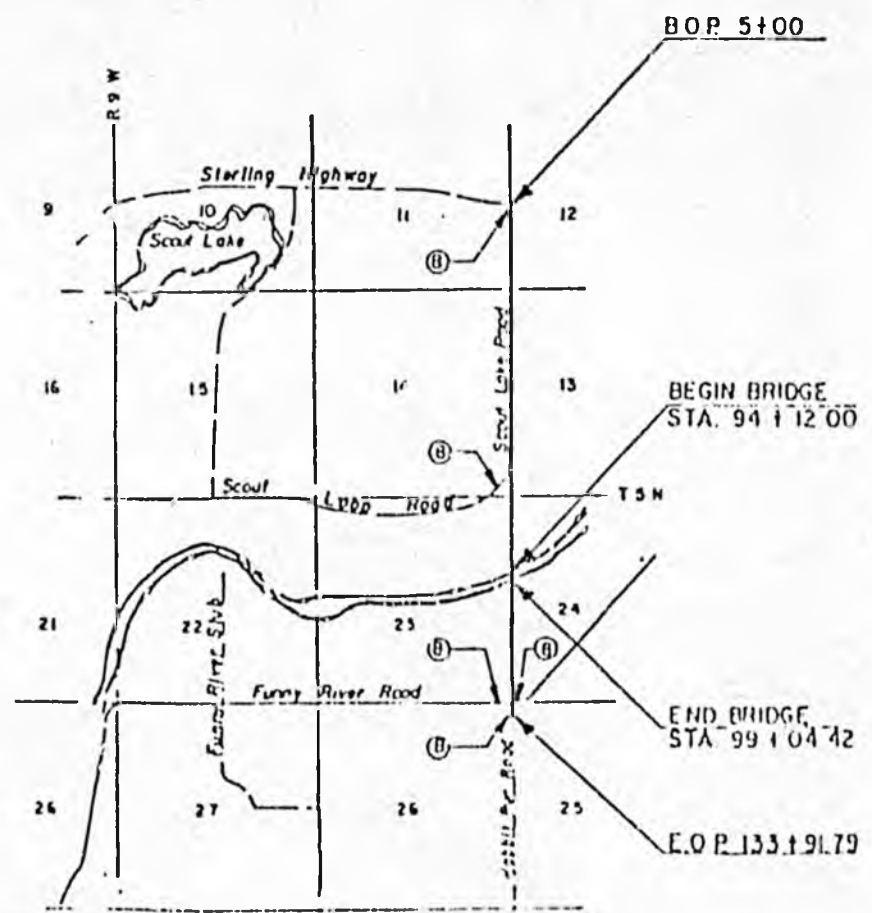
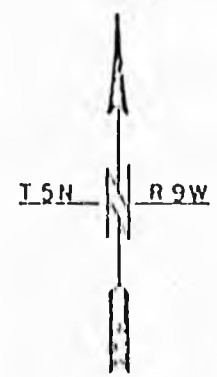
INSTALL GUARDRAIL

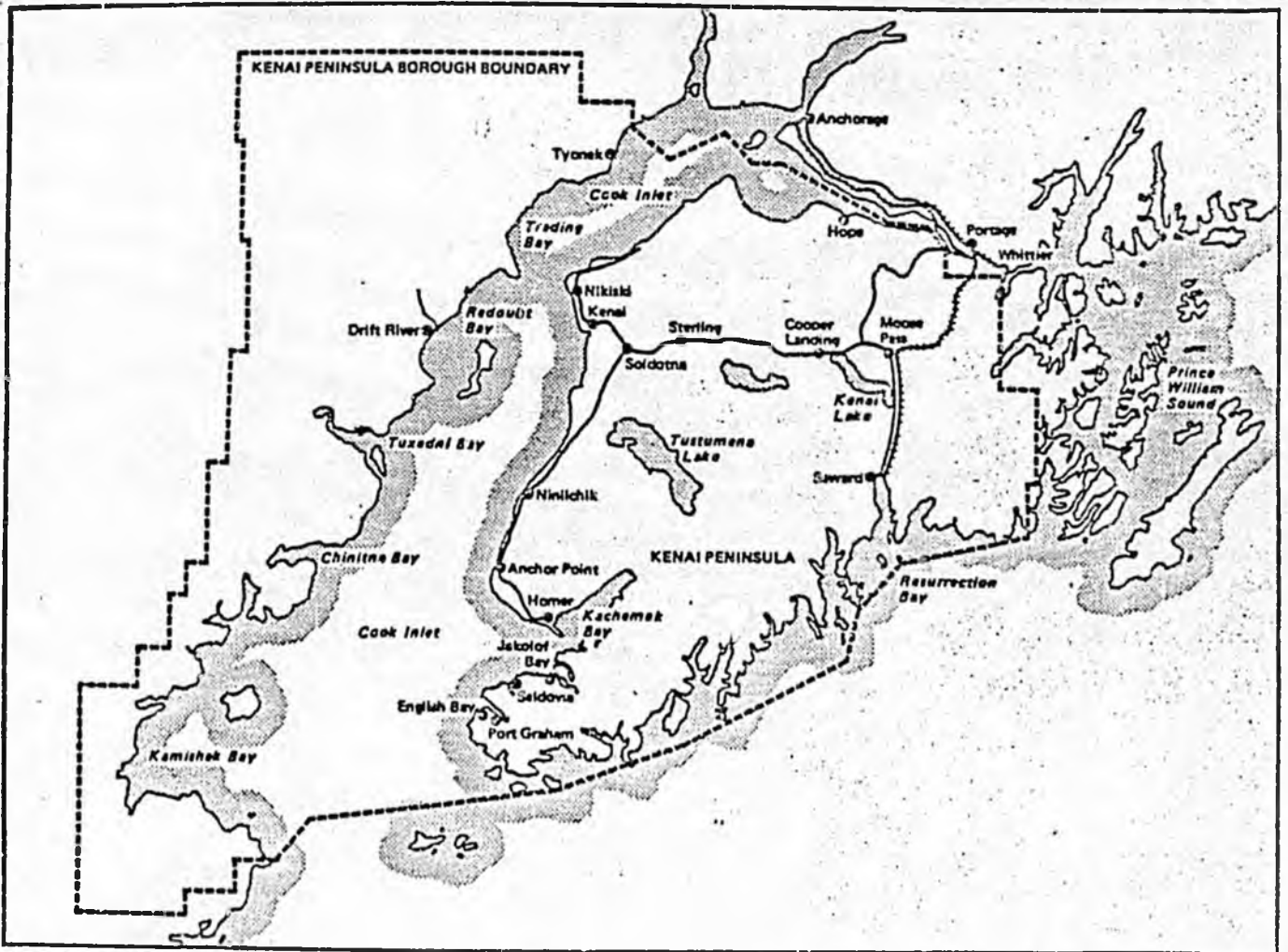
REMOVE STRUCTURE

TRAFFIC SIGN (NUMBER REFERS TO POST NUMBER
LISTED IN SIGN SCHEDULE)

INSTALL ADVANCE CONSTRUCTION SIGN IN ACCORDANCE
WITH STANDARD DRAWINGS C-100A AND C-100B

ADJUST SURVEY MONUMENT/CASE TO GRADE





Source: Woodward-Clyde Consultants

KENAI REGIONAL TRANSPORTATION STUDY (KRTS) PROJECT

Prepared for
Alaska Department of Transportation and Public Facilities

October 1982

Woodward-Clyde Consultants/Wince-Corthell and Associates

Table III-4
HIGH PRIORITY PROJECTS*

	Ongoing DOT/PP Project	Ongoing KPS or Municipal Projects	Community Desires	Economic Development	Use Deficiency (safety, traffic) overload, etc)
<u>Roads</u>					
1.	Airport Bypass/Kachemak	x	x		
2.	Anchor Point		x		
3.	Bean Creek		x		
4.	Bear Creek (Kachemak City)		x		x
5.	Big Eddie		x		
6.	Cannery		x		
7.	Ciechanowski		x		
8.	Clam Gulch			x	x
9.	Cohoe Loop		x		
10.	Diamond Ridge (Skwling Dr.)/Olson Mt.		x		
11.	East End - Phases I, II, III, & IV	x	x		x
12.	East Hill	x	x		x
13.	Feuding Lane/Kenai Keys		x		
14.	Funny River/Bridge/Scout Lake	x	x	x	
15.	Halibout		x		
16.	Homesite Loop		x		
17.	Kenai Alternates		x		
18.	Kenai Spur		x		
19.	Kingsley/Oil Well	x	x	x	
20.	Lake St./Pioneer Ave.		x		x
21.	Lampight/Bolt		x		
22.	Lou Morgan/Scout Lake	x	x	x	
23.	Lovell Point		x		x
24.	Mackey Lakes		x		
25.	Meyers/Strawberry		x		
26.	Nash Rd./Seward Hwy. Intersection		x		
27.	Ninilchik/Beach		x	x	x
28.	North Anchor River		x		x
29.	North Kenai Highway Phases I, II, & III	x	x	x	
	Olson/Tunnel/Main		x		
	Resurrection River		x	x	
	Seldovia Airport Rd.-Main St.		x		x
	Seldovia/Jakolof Bay-Seldovia/Anderson		x		
34.	Seward Highway	x	x		x
35.	Soldotna Frontage		x		x
36.	Sports Lake		x		
37.	Sterling Highway	x	x		x
38.	Tustumena Lake	x		x	
39.	West Hill		x		x
<u>Air</u>					
40.	English Bay Airport	x	x		
41.	Homer Airport	x	x		x
42.	Kenai Airport		x		x
43.	Port Graham Airport		x		
44.	Seldovia Airport		x		x
45.	Seward Airport		x		x
46.	Soldotna Airport		x		x
<u>Marine</u>					
47.	English Bay Shuttle Ferry Ramp		x		
48.	Homer Ferry Terminal and Passenger Bldg.	x	x	x	x
49.	Homer Fish Dock	x	x		
50.	Homer Small Boat Harbor	x	x	x	
51.	Homer Ocean Dock		x		
52.	Kachemak Park Shuttle Ferry Ramp			x	
53.	Kasilof Harbor		x	x	
54.	Kenai Small Boat Harbor		x		
55.	Ninilchik Harbor		x	x	x
56.	Port Graham Harbor/Ferry Dock	x	x	x	
57.	Seldovia Ferry Terminal and Passenger Bldg.	x	x	x	x
58.	Seward Ferry Terminal		x	x	x
59.	Seward Small Boat Harbor		x	x	
60.	Shuttle Ferry Vessel	x	x	x	
61.	Tustumena Replacement	x	x		x
<u>Rail</u>					
62.	Fourth of July R.R. Spur		x		

*Projects are listed alphabetically and not order of priority

HIGH PRIORITY PROJECTS

The high priority project list consists of 1) ongoing, 2) current needs and 3) the higher ranked future projects. This list is shown in Table III-4, and detailed descriptions of each of these projects are included at the end of this chapter. In addition, the general location of each High Priority project is shown in Figure III-3.

The higher ranked projects were the subject of both quantitative and qualitative evaluations. While these evaluations provided valuable information on each project, the evaluations were not the sole criterion for placing or keeping a project on the high priority list. In fact, the Technical Advisory and Steering Committees made the final decisions on placements in the high priority group.

High Priority Project Descriptions

The following descriptions are intended to provide the information and data needed for DOT/PF's capital improvement programming (CIP) decisions. Thus, they represent a "resource" from which DOT/PF can select projects for its annual CIP submission to the Governor.

Each of the following projects are numbered to coincide with those shown earlier in Table III-4. Also the project names are those from the DOT/PF Coordinated Data System (CDS) log--when the popular name differs from the CDS designation, it is added to the CDS name and number.