

ALASKA LEGISLATURE COMMITTEE FILES 1983-1988 00/2

3771 HTRA HB 105 - HB 111

647

GBSSFRMA-01  
09-14-29-08-01 (00-00-0-00-00-00)

STATE OF ALASKA -- COMPONENT BUDGET SUMMARY

15:17

1/25/85

AGENCY: DEPARTMENT OF TRANSPORTATION/PUBLIC FACILITIES PROGRAM: ANCHORAGE INT'L AIRPORT  
CATEGORY: TRANSPORTATION SUB-PROGRAM: AIA N. APRON/TAXIWAY RECONST

FISCAL YEAR 1986

EXPENDITURES & FUNDING	(01) COL 1	(02) COL 2	(03) COL 3	(04) COL 4	(05) COL 5	(06) COL 6	(07) COL 7	(08) OPER EST	(09) COL 9	(10) REQUEST	(11) GOVERNOR	(12) COL 12	(13) COL 13
01 PERS. SERV.													
02 TRAVEL													
03 CONTRACTUAL													
04 COMMODITIES													
05 EQUIPMENT													
06 LANDS/BLDGS													
07 GRANTS, CLMS													
08 MISC.								.1		2990.0	2990.0		
** TOTAL EXPEND								.1		2990.0	2990.0		
09 I-A TRANSFER													
10 FED. RECEIPT								.1		2691.0	2691.0		
11 G. F. MATCH													
12 GENERAL FUND													
13 PGII RECEIPTS													
14 OTHER FUNDS										299.0	299.0		
15 FULL TIME													
16 PART TIME													
17 TEMPORARY													
18 STAFF-MONTHS													

AGENCY: DEPARTMENT OF TRANSPORTATION/PUBLIC FACILITIES PROGRAM: ANCHORAGE INT'L AIRPORT  
CATEGORY: TRANSPORTATION SUB-PROGRAM: AIA W. APRON/TAXIWAY RECONST

\*\*\*\*\* GOVERNOR ANALYSIS \*\*\*\*\*

OBJECT GROUP	VARIATION	DESCRIPTION: GOVERNOR (\$2,990.0) VERSUS COL 4 (\$0.0)
08 MISC.	2990.0 100.0%	
** TOTALS	2990.0 100.0%	

\*\*\*\*\* PROGRAM DESCRIPTION & PRIOR YEAR INFORMATION \*\*\*\*\*

PROJECT WILL RECONSTRUCT AREAS OF THE WEST APRON AND TAXIWAYS LOCATED BETWEEN THE DOMESTIC AND INTERNATIONAL TERMINALS.

PROJECT NEED STATEMENT: AREAS OF THE APRON AND TAXIWAYS HAVE EXPERIENCED SEVERE DISTRESS CAUSING SURFACING TO DETERIORATE IN CONDITIONS UNSATISFACTORY FOR THE OPERATION OF THE HEAVY BODIES AIRCRAFT UTILIZING THE APRON AND TAXIWAY.

DOCUMENTATION OF ESTIMATED CAPITAL COSTS: COST ESTIMATE PREPARED BY DOT&PF, AVIATION DESIGN AND CONSTRUCTION, PRELIMINARY DESIGN ESTIMATE.

IDENTIFICATION OF ALTERNATIVES CONSIDERED: NO CONSTRUCT - IF SUFRACE IS NOT RECONSTRUCTED CONDITIONS WILL DETERIORATE CONSIDERABLY AND DEFINITELY WILL AFFECT THE OPERATIONAL CAPABILITIES AT AIA.

ANALYSIS OF ESTIMATED OPERATIONAL EXPENSES: PROJECT WILL NOT INCREASE MAINTENANCE COSTS.

AGENCY: DEPARTMENT OF TRANSPORTATION/PUBLIC FACILITIES PROGRAM: ANCHORAGE INT'L AIRPORT  
 CATEGORY: TRANSPORTATION SUB-PROGRAM: AIA ANNUAL IMPROVEMENTS

FISCAL YEAR 1986

EXPENDITURES & FUNDING	(01) COL 1	(02) COL 2	(03) COL 3	(04) COL 4	(05) COL 5	(06) COL 6	(07) COL 7	(08) OPER EST	(09) COL 9	(10) REQUEST	(11) GOVERNOR	(12) COL 12	(13) COL 13
01 PERS. SERV.													
02 TRAVEL													
03 CONTRACTUAL													
04 COMMODITIES													
05 EQUIPMENT													
06 LANDS/BLDGS													
07 GRANTS, CLMS													
08 MISC.								.1		550.0		550.0	
** TOTAL EXPEND								.1		550.0		550.0	
09 I-A TRANSFER													
10 FED. RECEIPT													
11 G. F. MATCH													
12 GENERAL FUND													
13 PGM RECEIPTS													
14 OTHER FUNDS								.1		550.0		550.0	
15 FULL TIME													
16 PART TIME													
17 TEMPORARY													
18 STAFF-MONTHS													

AGENCY: DEPARTMENT OF TRANSPORTATION/PUBLIC FACILITIES PROGRAM: ANCHORAGE INT'L AIRPORT  
CATEGORY: TRANSPORTATION SUB-PROGRAM: AIA ANNUAL IMPROVEMENTS

\*\*\*\*\* GOVERNOR ANALYSIS \*\*\*\*

OBJECT GROUP	VARIATION		DESCRIPTION: GOVERNOR (\$550.0) VERSUS COL 4 (\$0.0)
08 MISC.	550.0	100.0%	
** TOTALS	550.0	100.0%	

\*\*\*\*\* PROGRAM DESCRIPTION & PRIOR YEAR INFORMATION \*\*\*\*

FUND FOR UNPLANNED REPAIRS AND IMPROVEMENTS, THIS REQUEST IS FOR PROJECTS AS YET UNDEFINED. THE FUND HAS BEEN UTILIZED IN THE PAST FOR ROOF REPAIRS, PLACEMENT OF SECURITY GLASS WALLS, DEVELOPING ADDITIONAL LEASE AREA IN THE TERMINAL, INSTALLING A HANDICAP ELEVATOR, ETC. A NUMBER OF PROJECTS OUTSIDE THE TERMINAL AREA HAVE ALSO BEEN COMPLETED, SUCH AS THE MAIL HAUL ROAD. ALL PROJECTS MUST BE APPROVED BY THE COMMISSIONER OF DOT&PF.

PROJECT NEED STATEMENT: EXPERIENCE HAS SHOWN THAT DURING ANY GIVEN YEAR MANY PROJECTS BECOME NECESSARY AT AIA WHICH COULD NOT HAVE BEEN FORESEEN IN THE PLANNING PROCESS. MANY OF THE PROJECTS HAVE RESULTED FROM NATURAL CAUSES SUCH AS EMERGENCY REPAIRS FROM WIND DAMAGE ETC. A NUMBER OF OTHER PROJECTS HAVE BECOME NECESSARY AS A RESULT FROM SHIFTS IN RENTABLE ARE AS INCREASED OPERATIONAL REQUIREMENTS BY AIR CARRIERS, AND CHANGES IN FAA AND SECURITY REQUIREMENT. THIS SOURCE HAS BEEN REQUESTED ON AN ANNUAL BASIS AND CONSISTENTLY SOLVED OTHERWISE UNWORKABLE PROBLEMS.

NORMALLY THERE ARE NOT SPECIFIC PROJECTS INTENDED WHEN THE ANNUAL IMPROVEMENTS ARE REQUESTED SINCE THE OBJECTIVE IS TO HAVE MONEY AVAILABLE IN CASE OF A STRUCTURAL FAILURE OR UNEXPECTED REQUIREMENT BEING PLACED ON THE AIRPORT.

DOCUMENTATION OF ESTIMATED CAPITAL COST: FROM DOT&PF, AIA MANAGEMENT ASSESSMENT OF PAST ANNUAL

APPROPRIATIONS OF VARYING AMOUNTS HAVE BEEN MADE YEARLY FOR THE ANNUAL IMPROVEMENTS CATEGORY. IN RECENT TIMES THE ANNUAL AMOUNTS HAVE BEEN ABOUT \$500,000.00.

IDENTIFICATION OF ALTERNATIVES CONSIDERED: PLAN FOR EVERY POSSIBLE REPAIR AND IMPROVEMENT REQUIRED WITH SPECIAL CONSIDERATION TO REGULATION CHANGES AND ACTS OF GOD - WHICH IS OVERPLANNING - NOT VIABLE IN TODAY PLANNING SPHERE. HOWEVER, WE CAN PROVIDE A LIST OF PROJECTS THAT ARE BEING CONSIDERED: COMPLETION OF THE CARD-KEY SYSTEM NETWORK, REPAIR AND IMPROVE ROAD TO SOUTH AIRPARK, MINOR APRON REPAIR NEAR GATE 28, REPLACEMENT OF PUBLIC RAMP FOR LAKE HOOD, CARPET REPLACEMENT C CONCOURSE.

PROJECT WILL NOT INCREASE MAINTENANCE COSTS.

AGENCY: DEPARTMENT OF TRANSPORTATION/PUBLIC FACILITIES PROGRAM: ANCHORAGE INT'L AIRPORT  
 CATEGORY: TRANSPORTATION SUB-PROGRAM: AIA PARKING GARAGE DESIGN

FISCAL YEAR 1986

EXPENDITURES & FUNDING	(01) COL 1	(02) COL 2	(03) COL 3	(04) COL 4	(05) COL 5	(06) COL 6	(07) COL 7	(08) OPER EST	(09) COL 9	(10) REQUEST	(11) GOVERNOR	(12) COL 12	(13) COL 13
01 PERS. SERV.													
02 TRAVEL													
03 CONTRACTUAL													
04 COMMODITIES													
05 EQUIPMENT													
06 LANDS/BLDGS													
07 GRANTS, CLMS													
08 MISC.								.1		3000.0	3000.0		
** TOTAL EXPEND								.1		3000.0	3000.0		
09 I-A TRANSFER													
10 FED. RECEIPT													
11 G. F. MATCH													
12 GENERAL FUND													
13 PGM RECEIPTS													
14 OTHER FUNDS								.1		3000.0	3000.0		
15 FULL TIME													
16 PART TIME													
17 TEMPORARY													
18 STAFF-MONTHS													

AGENCY: DEPARTMENT OF TRANSPORTATION/PUBLIC FACILITIES PROGRAM: ANCHORAGE INT'L AIRPORT  
CATEGORY: TRANSPORTATION SUB-PROGRAM: AIA PARKING GARAGE DESIGN

\*\*\*\*\* GOVERNOR ANALYSIS \*\*\*\*\*

OBJECT GROUP	VARIATION	DESCRIPTION: GOVERNOR (\$3,000.0) VERSUS COL 4 (\$0.0)
08 MISC.	3000.0 100.0%	
** TOTALS	3000.0 100.0%	

\*\*\*\*\* PROGRAM DESCRIPTION & PRIOR YEAR INFORMATION \*\*\*\*\*

THIS PROJECT WILL DESIGN A FOUR STORY, 2500 SPACE PARKING GARAGE AT THE AIRPORT FOR PUBLIC PARKING. THE TOTAL COST OF THE PROJECT DEPENDS UPON THE ECONOMICS AND FINANCIAL FEASIBILITY OF THE PROJECT. THE COST OF THE PROJECT IS ALSO A FUNCTION OF THE NUMBER OF LEVELS OR GARAGE SPACE THAT IS BEING CONSTRUCTED. DEPENDING ON THE SIZE OF GARAGE THAT WILL BE DETERMINED IN THE FEASIBILITY STUDY THE COST SHOULD BE BETWEEN \$20 TO \$40 MILLION.

PROJECT NEED STATEMENT: NEED TO PROVIDE PARKING CLOSE TO THE DOMESTIC TERMINAL BUILDING. THERE ARE 1114 PARKING SPACES AND THERE WILL BE A NEED FOR AN ADDITIONAL 1546 SPACES BY 1990. THERE IS NOT ENOUGH LAND IN CLOSE PROXIMITY TO THE AIRPORT TO EXPAND SURFACE PARKING IN ORDER TO PROVIDE THE NEEDED PARKING SPACES. DOES THE PROJECT ELIMINATE THE EXISTING 1,114 SPACES? SINCE THE GARAGE WILL GO IN PART OF THE AREA NOW BEING USED FOR PARKING, SOME OF THE SPACES WILL GO. THE ACTUAL NUMBERS WILL DEP

DOCUMENTATION OF ESTIMATED CAPITAL COSTS: BASED ON DOT&PF, DESIGN AND CONSTRUCTION, PRELIMINARY ESTIMATE. THE SOURCE OF FUNDS FOR CONSTRUCTION HAS NOT BEEN DECIDED SINCE THERE ARE SEVERAL WAYS TO SECURE FUNDING.

IDENTIFICATION OF ALTERNATIVES CONSIDERED: REMOTE LOTS: THESE LOTS WOULD HAVE HIGH MAINTENANCE COSTS AND A SHUTTLE BUS SERVICE WOULD NEED TO BE PROVIDED. PARK-N-FLY: THESE TEND TO BE PRIVATELY OWNED LOTS WITH NO CONTROL BY THE AIRPORT. REVENUE WOULD FLOW TO PRIVATE LEASE HOLDERS.

ANALYSIS OF ESTIMATED OPERATIONAL EXPENSES: THIS PROJECT WILL NOT INCREASE MAINTENANCE COSTS.

AGENCY: DEPARTMENT OF TRANSPORTATION/PUBLIC FACILITIES PROGRAM: ANCHORAGE INT'L AIRPORT  
 CATEGORY: TRANSPORTATION SUB-PROGRAM: AIA PURCHASE P.O. LEASE/PRKING

FISCAL YEAR 1986

EXPENDITURES & FUNDING	(01) COL 1	(02) COL 2	(03) COL 3	(04) COL 4	(05) COL 5	(06) COL 6	(07) COL 7	(08) OPER EST	(09) COL 9	(10) REQUEST	(11) GOVERNOR	(12) COL 12	(13) COL 13
01 PERS. SERV.													
02 TRAVEL													
03 CONTRACTUAL													
04 COMMODITIES													
05 EQUIPMENT													
06 LANDS/BLDGS													
07 GRANTS, CLMS													
08 MISC.								.1		3900.0	3900.0		
** TOTAL EXPEND								.1		3900.0	3900.0		
09 I-A TRANSFER													
10 FED. RECEIPT													
11 G. F. MATCH													
12 GENERAL FUND													
13 PGM RECEIPTS													
14 OTHER FUNDS								.1		3900.0	3900.0		
15 FULL TIME													
16 PART TIME													
17 TEMPORARY													
18 STAFF-MONTHS													

AGENCY: DEPARTMENT OF TRANSPORTATION/PUBLIC FACILITIES PROGRAM: ANCHORAGE INT'L AIRPORT  
CATEGORY: TRANSPORTATION SUB-PROGRAM: AIA PURCHASE P.O. LEASE/PRKING

\*\*\*\*\* GOVERNOR ANALYSIS \*\*\*\*\*

OBJECT GROUP	VARIATION		DESCRIPTION: GOVERNOR (\$3,900.0) VERSUS COL 4 (\$0.0)
08 MISC.	3900.0	100.0%	
** TOTALS	3900.0	100.0%	

\*\*\*\*\* PROGRAM DESCRIPTION & PRIOR YEAR INFORMATION \*\*\*\*\*

PURCHASE OF THE EXISTING "OLD" POST OFFICE LEASE. THE BUILDING WILL EITHER BE REMOVED FROM ITS CURRENT LOCATION OR DEMOLISHED. THIS AREA WOULD BE USED AS AN INTERIM PARKING LOT WITH A CAPACITY OF ABOUT 700 CARS DURING THE CONSTRUCTION PHASE OF THE GARAGE. THE BUILDING WILL HAVE TO GO IN ORDER TO FACILITATE THE REALIGNMENT OF THE ROADS TO THE PRESENT TERMINAL AS THE FUTURE EXPANSION IS COMPLETED. AFTER COMPLETION OF THE PARKING GARAGE AND TERMINAL CONSTRUCTION, THE REMAINING AREA WILL BE AVAILABLE FOR OVERFLOW SURFACE PARKING.

PROJECT N.T. STATEMENT: AT THE PRESENT TIME THERE ARE 1114 EXISTING LONG AND SHORT-TERM/DAILY PARKING SPACES AND IT IS ESTIMATED THAT BY 1986 AN ADDITIONAL 750 PARKING SPACES WILL BE NEEDED TO PROVIDE PUBLIC PARKING. THIS AREA IS CLOSE TO THE DOMESTIC TERMINAL AND WOULD NOT REQUIRE SHUTTLE BUS SERVICE AND ALSO WOULD PROVIDE NEEDED PARKING WHEN THE CONSTRUCTION OF THE PARKING GARAGE BEGINS, AS WELL AS PROVIDE A CONTRACTOR STAGING AREA DURING THE PHASE III TERMINAL CONSTRUCTION.

DOCUMENTATION OF ESTIMATED CAPITAL COST: COST ESTIMATE PREPARED BY DOT&PF, AIA, LEASING AND ENGINEERING STAFF-CONCEPTUAL DESIGN ESTIMATED. BASED ON THE LATEST IN-HOUSE ESTIMATE THE ENTIRE BUY BACK, DEMOLITION AND SITE PREPARATION SHOULD FALL WITHIN THE ESTIMATE OF \$3,900,000.00.

IDENTIFICATION OF ALTERNATIVES CONSIDERED: SATELLITE PARKING SITE WITH AIRPORT SHUTTLE BUS SERVICE.

ANALYSIS OF ESTIMATED OPERATIONAL EXPENSES: PROJECT WOULD NOT INCREASE MAINTENANCE COSTS.

FINANCE SUBCOMMITTEE

03/10/85 MONDAY 3:00 PM CAPITOL 519  
HEALTH & SOCIAL SERVICES  
ADMIN SVCS (JOINT W/SENATE)

HEALTH, EDUCATION & SOCIAL SERVICES CAPITOL 112 4:30 PM

03/11/85 MONDAY  
\*SSHB 212 LONGEVITY BONUS PYMTS/DETERMINING PUBLIC ASSISTANCE

03/12/85 TUESDAY  
\*HB 172 RIGHTS OF BLIND AND DISABLED PERSONS  
\*HB 234 RETIREMENT CREDIT FOR MILITARY SERVICE  
\*HCR 11 UNIVERSITY OF ALASKA FOUNDATION

03/13/85 WEDNESDAY  
HD 209 PRESCRIBED DRUGS FOR NEEDY PERSONS  
HB 123 EXTENDING BOARD OF PHARMACY  
\*HB 249 CIGARETTE EXCISE TAX; HEALTH PROGRAMS  
TELECONFERENCE

03/14/85 THURSDAY  
\*HB 191 STATE AID FOR SCHOOL CONSTRUCTION  
\*HB 220 STATE AID; RETIRING CONSTRUCTION DEBT  
\*HB 254 STATE AID FOR SCHOOL CONSTRUCTION  
\*HB 257 SCHOOL FUNDING; LOCAL EFFORT

03/15/85 FRIDAY  
ANY BUSINESS PERTAINING TO UNFINISHED P.LLS FROM THIS WEEK

JUDICIARY CAPITOL 124 1:30 PM

03/11/85 MONDAY  
CSSB 1(JUD) JURISDICTION; SMALL CLAIMS & DISTRICT CTS  
HB 148 ENFORCEMENT OF MOBILE HOME WARRANTIES  
SB 124 PROCEDURES REGARDING JUDICIAL VACANCY

03/12/85 TUESDAY  
HB 62 PREVAILING WAGE/OVERTIME; PUBLIC CONSTRUCTION

03/13/85 WEDNESDAY  
HB 127 REGULATION OF NOTARIES PUBLIC  
HB 152 STATUS OF BOARD MEMBERS WHOSE TERMS EXPIRE

03/14/85 THURSDAY  
HB 34 LIQUOR LICENSES; LIMITS ON ISSUANCE/TRANSFER

03/15/85 FRIDAY  
WORK SESSION

03/18/85 MONDAY  
HB 126 AMENDING THE ALASKA SECURITIES ACT  
CSSB 101(JUS)AM BAR ASSOC. APPLICANT CHARACTER INVESTIGATION

03/19/85 TUESDAY  
\*HB 183 ABOLISH GOV. COMMISSION ON ADMIN. OF JUSTICE  
\*HB 194 SENTENCES; DISCRIMINATORY HARASSMENT CASES

LABOR AND COMMERCE CAPITOL 102 1:15 AM

03/11/85 MONDAY  
WORK SESSION:  
HB 98 COLLECTIVE BARGAINING/UNCLASSIFIED PUBLIC SCHOOL EMPLOYEES  
HB 130 COLLECTIVE BARGAINING FOR TEACHERS

03/13/85 WEDNESDAY  
HB 12 REGULATORY EXEMPTION; MUNICIPAL UTILITIES  
\*HJR 20 TOURISM-INTERNATIONAL AIRLINE TRAVELERS VISA WAIVER  
OTHER BILLS PREVIOUSLY HEARD

03/14/85 THURSDAY  
\*HB 232 REAL ESTATE SURETY FUND CLAIMS  
HB 155 HORIZONTAL PROPERTY REGIMES  
OTHER BILLS PREVIOUSLY HEARD

RESOURCES CAPITOL 118 8:30 AM

03/11/85 MONDAY  
HB 44 ADDITIONS TO STATE MARINE PARKS

03/13/85 WEDNESDAY  
CSSB 152(RES) EXTENSION & RENEWAL CERTAIN SALES/ST. ROYALTY OIL  
\*HB 267 LEVY & COLLECTION FEES FOR USE OF STATE PARK FACILITIES

03/15/85 FRIDAY  
HB 219 POWER DEVELOPMENT LOANS/JOINT OPERATING AGENCIES  
(PENDING REFERRAL)

STATE AFFAIRS CAPITOL 102 3:00 PM

03/11/85 MONDAY CAPITOL 519  
HB 210 AMEND LONGEVITY BONUS PROGRAM/PERMANENT FUND DIVIDENDS  
HB 222 AMEND LONGEVITY BONUS PROGRAM/PERMANENT FUND DIVIDENDS  
HB 239 RELATING TO THE LONGEVITY BONUS PROGRAM

03/12/85 TUESDAY CAPITOL 519  
HB 210 AMEND LONGEVITY BONUS PROGRAM/PERMANENT FUND DIVIDENDS  
HB 222 AMEND LONGEVITY BONUS PROGRAM/PERMANENT FUND DIVIDENDS  
HB 239 RELATING TO THE LONGEVITY BONUS PROGRAM

03/13/85 WEDNESDAY  
HB 110 ELECTIONS  
HB 121 TELECOMMUNICATIONS  
\*HB 237 SPOUSE AS BENEFICIARY OF PENSION BENEFITS  
\*HB 272 ABSENTEE VOTING

03/14/85 THURSDAY  
HB 35 FIREWORKS  
HB 132 SALARY LIMITS  
\*HB 247 GAMES OF CHANCE AND SKILL  
\*HR 236 OLYMPIC RESERVE ACCOUNT

03/15/85 FRIDAY ROOM TO BE ANNO  
HB 210 AMEND LONGEVITY BONUS PROGRAM/PERMANENT FUND DIVIDENDS  
HB 222 AMEND LONGEVITY BONUS PROGRAM/PERMANENT FUND DIVIDENDS  
HB 239 RELATING TO THE LONGEVITY BONUS PROGRAM  
CAMPAIGN FINANCING WORK SESSION

TRANSPORTATION CAPITOL 118 7:00 AM

03/12/85 TUESDAY  
HB 105 INCREASE BOND AUTHORITY FOR INT'L AIRPORTS  
\*HJR 14 NAVIGABILITY OF ALASKA'S RIVERS AND LAKES  
03/14/85 THURSDAY  
HB 159 ENCROACHMENT AND RELOCATION OF UTILITIES  
HB 160 RELOCATING UTILITIES FOR HIGHWAY PROJECTS

ASK KRIS  
WHAT  
HAPPENED.

FISHERIES, SPECIAL COMMITTEE BEHREND'S 209

03/12/85 TUESDAY 8:30 AM  
\*H 3 229 HERRING STRIPPING  
\*HB 250 LEGISLATIVE POLICY ON HERRING STRIPPING

LOANS, SPECIAL COMMITTEE CAPITOL 124

03/12/85 TUESDAY 3:30 PM CAPITOL 124  
\*HB 4 AGENCY, STATE & MUNICIPAL DEBT PROCEDURES  
\*HB 16 MOBILE HOME RELOCATION LOANS  
\*HB 146 HOUSING LOANS FOR SEVERLY DISABLED  
\*HB 204 APPROP; HOUSING LOANS FOR DISABLED PERSONS  
\*HB 217 INTEREST RATES FOR VARIOUS LOANS/CONTRACTS  
03/14/85 THURSDAY 3:30 PM CAPITOL 124  
CONTINUATION OF HB 4, HB 16, HB 146, HB 204, HB 217

OIL & GAS, SPECIAL COMMITTEE CAPITOL 519

03/13/85 WEDNESDAY 4:00 PM  
DISCUSSION OF OIL AND GAS CORPORATE INCOME TAX WITH A  
SPOKESPERSON FROM THE DEPARTMENT OF REVENUE

TELECOMMUNICATIONS SPECIAL COMMITTEE BEHREND'S 209

03/12/85 TUESDAY 1:00 PM  
AN INTRODUCTORY MEETING WITH ALASCOM AND THEIR ROLE IN  
TELECOMMUNICATIONS IN ALASKA

03/5/85 FRIDAY 1:00 PM  
CONTINUATION OF MEETING WITH THE DEPARTMENT OF ADMINISTRATION,  
OFFICE OF INFORMATION RESOURCES MANAGEMENT

COMMUNITY & REGIONAL AFFAIRS BEHREND'S 209 3:00 PM

03/11/85 MONDAY 3:00 PM  
HB 139 PROCEDURES FOR GRANTS TO NAMED RECIPIENTS  
03/13/85 WEDNESDAY  
\*HB 266 RELATING TO SCHOOL BOARDS  
03/15/85 FRIDAY  
\*HB 253 MUNICIPAL TAX EXEMPTIONS; FIRE FACILITIES  
\*HB 258 REDUCTION OF AIRLINE PASSENGER FARES

FINANCE CAPITOL 519 1:30 PM

03/11/85 MONDAY  
FINANCE COMMITTEE SCHEDULE WILL BE PRINTED LATER THIS WEEK

FINANCE SUBCOMMITTEE

03/11/85 MONDAY 3:30 PM CAPITOL 518  
COURT SYSTEM  
BUDGET REVIEW (JOINT WITH SENATE SUBCOMMITTEE)  
03/11/85 MONDAY 4:30 PM CAPITOL 518  
DEC  
BUDGET REVIEW  
03/11/85 MONDAY 3:00 PM CAPITOL 519  
HEALTH & SOCIAL SERVICES  
ASST PAYMENTS, PFD HOLD HARMLESS, ENERGY ASST, PUBLIC ASST ADMIN  
(JOINT WITH SENATE SUBCOMMITTEE)  
03/12/85 TUESDAY 7:00 AM CAPITOL 518  
HEALTH & SOCIAL SERVICES  
MEDICAL ASST, RATE COM. MEDICAL, MEDICAL ASST ADMIN (JOINT W/SEN)  
03/13/85 WEDNESDAY 3:00 PM CAPITOL 518  
ADMINISTRATION  
LABOR RELATIONS DIV. (JOINT WITH SENATE SUBCOMMITTEE)  
03/13/85 WEDNESDAY 7:30 AM CAPITOL 518  
HEALTH & SOCIAL SERVICES  
PURCHASED SVCS, SOC. SVCS, JUVENILE CUSTODY, SOC. SVCS. BLOCK  
GRANT OFFSET, YOUTH SVCS, MANILAQ, NORTON SOUND HEALTH CORP.,  
KAWERAK SOC. SVCS, ANCH & FBKS SVCS BLOCK GRANT (JOINT W/SEN)  
MEETING CONTINUES AT 3:00 PM, CAPITOL 519  
03/14/85 THURSDAY 8:00 AM CAPITOL 519  
DEC  
BUDGET COMPLETION  
03/14/85 THURSDAY 3:00 PM CAPITOL 519  
HEALTH & SOCIAL SERVICES  
STATE HEALTH SVCS., HEALTH GRANTS, ALCOHOL & DRUG ABUSE SVCS  
(JOINT W/SENATE)  
03/15/85 FRIDAY 3:00 PM CAPITOL 519  
HEALTH & SOCIAL SERVICES  
MENTAL HEALTH SVCS., DEV. DIS. SVCS (JOINT W/SENATE)

HOUSE JOURNAL SUPPLEMENT

April 26, 1985

No. 57

HB  
105

STATE OF ALASKA 1985 LEGISLATIVE SESSION  
FISCAL NOTE

Page 1 of 2

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

REQUEST

Bill/Resolution No: CS HB 105 (copy)  
Title: Bond Authorizations and DeLong Mountains Project  
Sponsor: House Loans  
Requestor: House Finance Committee  
Date of Request: April 22, 1985

FISCAL DETAIL

Agency Affected: State Bond Committee  
Program Category Affected: \_\_\_\_\_  
Debt Service  
BRU, Program of Subprogram(s) Affected: International Airports Revenue Bonds

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 85	FY 86	FY 87	FY 88	FY 89	FY 90
<u>OPERATING</u>						
100 PERSONAL SERVICES	-	-	-	-	-	-
200 TRAVEL	-	-	-	-	-	-
300 CONTRACTUAL	-	-	-	-	-	-
400 SUPPLIES	-	-	-	-	-	-
500 EQUIPMENT	-	-	-	-	-	-
600 LANDS & STRUCTURES	-	-	-	-	-	-
700 GRANTS, CLAIMS	-	-	-	-	-	-
800 MISCELLANEOUS	-	1,550	2,850	2,850	2,850	2,850
<u>TOTAL OPERATING</u>	-	1,550	2,850	2,850	2,850	2,850
<u>CAPITAL</u>	-	-	-	-	-	-
<u>REVENUE</u>	-	-	-	-	-	-

FUNDING: (Thousands of Dollars)

	FY 85	FY 86	FY 87	FY 88	FY 89	FY 90
<u>GENERAL FUND</u>	-	-	-	-	-	-
<u>FEDERAL FUNDS</u>	-	-	-	-	-	-
<u>OTHER</u>	-	1,550	2,850	2,850	2,850	2,850
<u>TOTAL</u>	-	1,550	2,850	2,850	2,850	2,850

POSITIONS:

	FY 85	FY 86	FY 87	FY 88	FY 89	FY 90
<u>FULL-TIME</u>	-	-	-	-	-	-
<u>PART-TIME</u>	-	-	-	-	-	-
<u>TEMPORARY</u>	-	-	-	-	-	-

ANALYSIS: See attached analysis.

Prepared By: Milt Barker MB

Division: Treasury

Phone: 465-2350

Date: April 22, 1985

Approved by Commissioner: [Signature]

Agency: Department of Revenue

Date: 4/23/85

Fiscal Note Analysis

Assumes issuance of bonds of \$23,700,000 at 11% level debt service for 30 years plus \$700,000 in issuance costs for FY 86.

The appropriation for FY 86 and FY 87 is from the International Airports Construction Fund. Thereafter, appropriations would be from the International Airports Revenue Fund.

HB  
306

STATE OF ALASKA 1985 LEGISLATIVE SESSION  
FISCAL NOTE

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

REQUEST No. 1 page 1 of 3

FISCAL DETAIL

Bill/Resolution No.: HB 306

Agency Affected: Commerce & Econ. Dev.

Title: Marketing of Forest

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

Product: \_\_\_\_\_

Sponsor: Taylor & Sund

BAU, program or subprogram(s) Affected: \_\_\_\_\_

Requestor: \_\_\_\_\_

Date of Request: \_\_\_\_\_

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88
100 PERSONAL SERVICES		106,000	111,000			
200 TRAVEL		20,000	21,000			
300 CONTRACTUAL		206,000	216,000			
400 SUPPLIES		2,000	2,000			
500 EQUIPMENT		9,000				
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS						
800 MISCELLANEOUS						
TOTAL OPERATING		343,000	350,000			

CAPITAL						
---------	--	--	--	--	--	--

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

FUNDING: (Thousands of Dollars)

FEDERAL FUNDS		243,000	245,000			
OTHER PROGRAM RECEIPTS		100,000	105,000			
TOTAL		343,000	350,000			

POSITIONS:

WAL-TIME		2	2			
PART-TIME						
TEMPORARY						

ANALYSIS: Attach a separate page if necessary.  
This budget assumes program receipts from the assessment of \$100,000 and a general fund appropriation of \$243,000 in FY '86. This \$343,000 budget would fund an Executive Director (R-26), Clerk (R-8), 2 trips for staff and 18 board members at \$500/trip, plus basic expenses. There is also \$200,000 for generic marketing contracts. Assessment revenue can vary widely and State match above and beyond the assessment is totally optional.

Prepared By: William H. Beardsley, Director Phone: 465-2094  
Division: Office of Forest Products Date: \_\_\_\_\_

Approved by Commissioner: Loren H. Lounsbury Date: 4/26/85  
Agency: Commerce and Economic Development

HJR 31

follows: Herrmann (Co-Chair), Thompson, Wallis and Sund recommend do pass; Pearce and Jenkins recommend do not pass; Shultz and Cato have no recommendation.

HJR 31 was referred to the Rules Committee for placement on the calendar.

HB 105

The Finance Committee has considered HOUSE BILL NO. 105 (relating to the international airports revenue bonds authorization; effective date), recommends it be replaced with COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 105 (Finance):

"An Act relating to the authorization of bonds or notes, establishing conditions under which the bonds or notes for the DeLong Mountain transportation project may be issued; and providing for an effective date."

and reports it back as follows: Adams (Chairman), Ringstad, Duncan, Uehling and Pourchot recommend do pass; Rieger, Cotten, Szymanski and Larson have no recommendation. A new fiscal note was attached.

HB 105 was referred to the Rules Committee for placement on the calendar.

The new fiscal note appears in House Journal Supplement No. 57.

HB 306

The Labor & Commerce Committee has considered HOUSE BILL NO. 306 (relating to the promotion of the marketing of forest products) and reports it back as follows: Koponen, Collins, Boucher and Davis recommend do pass; Navarre (Chairman), Hanley and Pearce have no recommendation. Two new fiscal notes and a zero fiscal note with analysis were attached.

HB 306 was referred to the Resources Committee.

The new fiscal notes and the zero fiscal note with analysis appear in House Journal Supplement No. 57.

HB 309

The Health, Education & Social Services Committee has considered HOUSE BILL NO. 309 (relating to state support for education; effective date), recommends it be replaced

HB 309

with COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 309 (HESS) (same title) and reports it back as follows: Gruenberg and Koponen (Co-chairs), Taylor and Hurley recommend do pass; Hanley and Thompson recommend do not pass. A zero fiscal note was attached.

HB 309 was referred to the Finance Committee.

HB 327

The State Affairs Committee has considered HOUSE BILL NO. 327 (relating to the disclosure of information), recommends it be replaced with COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 327 (State Affairs) (same title) and reports it back as follows: Hurley (Chairman), Navarre, M.M. Miller, Jenkins, Cato and Boucher recommend do pass. A zero fiscal note with analysis was attached.

HB 327 was referred to the Judiciary Committee.

The zero fiscal note with analysis appears in House Journal Supplement No. 57.

HB 356

The Labor & Commerce Committee has considered HOUSE BILL NO. 356 (relating to assignment of group life policies of insurance) and reports it back as follows: Navarre (Chairman), Koponen, Hanley, Collins, Boucher and Davis recommend do pass; Pearce has no recommendation. A zero fiscal note was attached.

HB 356 was referred to the Judiciary Committee.

INTRODUCTION OF CITATIONS

The following citations were received:

Honoring - Fabian Jimmie  
Representative Shultz

Honoring - John C. Johnson  
by Representative Fuller

The citations were referred to the Rules Committee for placement on the calendar.

## Red Dog "Package" Takes Shape

*file 105*

The House Loans Committee approved a bill last week authorizing the Alaska Industrial Development Authority (AIDA) to bond up to \$175 million for the DeLong Mountain Transportation project (Red Dog). The authorization was added to a bill authorizing an increase in bonding for the Anchorage International Airport. Also included in HB-105 are terms and conditions that Cominco Alaska and its parent company Cominco, Ltd. must meet before AIDA can issue the bonds. Administration officials failed to win support for their stance that any conditions be put into a letter of intent, or applied only to the "extent feasible." Informed observers believe, however, that it is likely their philosophy will prevail and the conditions removed before the bill reaches the House floor for debate.

Questions were raised by committee members over the actual amount of state subsidy being requested to finance the transportation project during the upcoming fiscal year -- funds which could have otherwise been appropriated. It is not only unclear what revenue will be transferred to AIDA next year, but what the state investment will eventually total. It is not the project that appears to make lawmakers nervous, but the major decision they must soon make based on little financial information. At press time Senate Resources was to consider similar legislation.

*April 21, 1985*

tirement.

(S)HESS has been reviewing and reworking SB-51 (Kerttula) and should pass out their substitute shortly. Expected in the substitute will be the same requirements and priorities for both school construction debt retirement and school construction grants. The state's share for debt retirement will be increased to 75 percent, but municipalities and REAA's will be required to repay 10 percent of school construction grants within ten years. The bill will be heard again on Tuesday.

Similar legislation, a substitute for HB-191 (Cotten), passed out of (H) HESS last week. The (H) HESS version calls for the state's share of debt retirement to be raised to 90%, with no payback to the state for grants. The bill is in (H)Finance.

HB-16(Uehling), MOBILE HOME RELOCATION LOANS, in (H) Loans; HB-148, ENFORCEMENT OF MOBILE HOME WARRANTIES, now in (S)L&C; MOBILE HOME EVICTIONS BASED ON AGE, HB-332 (Gruenberg), in (H) Judiciary, companion SB-188 (Ray), in (S)L&C. HB-155(Ringstad), CONDOMINIUM REGIMES: MANUFACTURED HOUSING, in (S)Jud (WHERE IT WILL PROBABLY STAY SINCE) SB-44, COMMON INTEREST OWNERSHIP ACT passed Senate. REGULATING SALES OF RESIDENTIAL TIMESHARES, HB-138 (Gov), in (H)L&C. DEF. "RURAL" FOR HOUSING LOANS, SB-65 (Kerttula), in (S)Rules. HB-175 and 303, (Marrou), (H) Loans. SENIOR CITIZEN HOUSING LOANS, HB-190 (M.M.Miller), (H) FIN companion SB-137 (Rodey), in (S)FIN. HOUSING LOANS FOR THE DISABLED, HB-146 and HB-204, (Furnace) in (H) Loans. SB-212, REFINANCING AHFC LOANS (Ray),(S)-Fin.

SB 124

The Judiciary Committee has considered SENATE BILL NO. 124 (judicial vacancy; effective date) and reports it back as follows: M.M. Miller (Chairman), Sund, Gruenberg, Taylor, Pettyjohn, Phillips and Clocksin recommend do pass.

SB 124 appears on today's calendar.

CSSB 152(Res)

The Resources Committee has considered COMMITTEE SUBSTITUTE FOR SENATE BILL NO. 152 (Resources) (extension and renewal of certain sales of state royalty oil; effective date) attaches a letter of intent and reports it back as follows: Shultz (Co-chairman), M.W. Miller, Sund, Cato and Herrmann recommend do pass. Thompson recommends do not pass. Pearce and Jenkins have no recommendation.

A zero fiscal note was attached.

The letter of intent appears below:

"Passage of this legislation is in no way to be construed as tacit approval or endorsement having been given to the proposed ten-year royalty oil contract with GVEA. The ten-year contract shall be reviewed exclusively on its own merits at such time as this contract is presented to the Legislature.

/s/ Dick Shultz  
House Resources Co-Chairman"

CSSB 152(Res) was referred to the Finance Committee.

HCR 11

The Health, Education & Social Services Committee has considered HOUSE CONCURRENT RESOLUTION NO. 11 (relating to the University of Alaska Foundation), recommends it be replaced with COMMITTEE SUBSTITUTE FOR HOUSE CONCURRENT RESOLUTION NO. 11 (HESS) (same title) and reports it back as follows: Koponen (Co-chairman), Gruenberg (Co-chairman), Taylor, Pettyjohn, Thompson and Hanley recommend do pass.

HCR 11 was referred to the Rules Committee for placement on the calendar.

HB 44

The Resources Committee has considered HOUSE BILL NO. 44 (establishing additional state land as marine park units of the state park system), recommends it be replaced with COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 44 (Resources):

HB 44

"An Act establishing additional state land as marine park units of the state park system; and providing for an effective date."

and reports it back as follows: Shultz (Co-chairman), Wallis, M.W. Miller and Jenkins have no recommendation. Sund and Cato recommend do pass. Pearce and Thompson recommend do not pass.

A fiscal note is forthcoming.

The Speaker added a Judiciary Committee referral to HB 44. HB 44 was referred to the Judiciary Committee.

HB 105

The Transportation Committee has considered HOUSE BILL NO. 105 (international airports revenue bonds authorization; effective date) and reports it back as follows: Cato (Chairman), Furnace and Shultz recommend do pass. Marrou has no recommendation.

A zero fiscal note was attached.

*3/14 Called Edith to  
letter know it was  
NOT A 0 fiscal note*

HB 105 was referred to the Finance Committee.

HB 141

The Health, Education & Social Services Committee has considered HOUSE BILL NO. 141 (parole of offenders; effective date), recommends it be replaced with COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 141 (HESS) (same title) and reports it back as follows: Koponen (Co-chairman), Gruenberg (Co-chairman), and Hurley recommend do pass. Taylor and Hanley have no recommendation.

HB 141 was referred to the Judiciary Committee.

SSHB 212

The Health, Education & Social Services Committee has considered SPONSOR SUBSTITUTE FOR HOUSE BILL NO. 212 (use of longevity bonus payments in determining adult public assistance; effective date), recommends it be replaced with COMMITTEE SUBSTITUTE FOR SPONSOR SUBSTITUTE FOR HOUSE BILL NO. 212 (HESS) (same title) attaches a letter of intent and reports it back as follows: Koponen (Co-chairman), Gruenberg (Co-chairman), Hurley and Taylor recommend do pass. Pettyjohn and Hanley have no recommendation.



# RECORDS CERTIFICATION

I, the undersigned, an employee of the State of Alaska, do hereby certify that the microfilm images on this microform are accurate reproductions of the original records of the State of Alaska as accumulated during the regular course of business, and that it is the established policy and practice of this State to microfilm its records and to dispose of the original records after microfilm reproductions have been made.

*James C. Smith*  
Signature of Camera Operator

*10/31/89*  
Date

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HB

111

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May, 1986

Copies of minutes listed below were originally included in this file. The minutes are available on the STAIRS date base CM 14. In order to save space copies of minutes have not been left in the files.

Jeanie Henry

House Transportation Committee, 2/26/85, 7:00 am.  
" " " 3/5/85, 7:00 pm.  
" " " 3/27/84, 8:32 ~~am~~ am.

"I think it's better to leave it this way and see if it works. You can always tighten it up if there are excesses, if there's problems. I don't think you're going to find that they are because of the nature of the prima facie evidence in Alaska."

Number 288

Representative Davis commented on instances he knew of which the bill would address. He then moved to pass the bill out of committee with individual recommendations. Representative Cato repeated his motion and asked if there were any objections. Being none, so ordered.

Number 312

Representative Cato then brought before the committee the Committee Substitute for HB 111 (Transportation), "An Act relating to Local Service Roads and Trails; and providing for an effective date." Representative Davis moved that the committee adopt the Committee Substitute for HB 111 (Transportation). Representative Cato asked if there were any objections. Being none, so ordered. She then called to the table Charles Karella, the Administrator of the Local Service Roads and Trails Program.

Number 324

Mr. Karella identified himself for the record and told the members that he was open for questions. Representative Marrou asked how the committee substitute addresses the issue of five versus three districts (please refer to the minutes for February 26 and March 5).

Number 361

Representative Cato asked if there were further questions. Representative Marrou moved to pass the bill out of committee with individual recommendations. Representative Cato asked if there were any objections. Being none, so ordered.

Number 365

Representative Cato then brought before the committee the appropriation bill for the CS for HB 111 to be sponsored by the House Transportation Committee. Representative Davis moved to adopt the appropriation bill. Representative Cato asked if there were any objections. Being none, so ordered.

Number 405

Representative Cato then brought before the committee the Committee Substitute for HB

prior to 03/28/84.

ACTION NARRATIVE

TAPE#79 for 05/10/84, SIDE A.

Recording  
Number 000

Chairman Moss brought the meeting to order at 1:00 p.m. All members were present. He announced that HB 512 was first on the agenda. He pointed out that Senator Halford and Senator Josephson were present.

Number 051

Chairman Moss brought to the members' attention the back-up material on HB 512. He opened the meeting to discussion, and asked Richard Ramsay to sit with the committee as Senator Kerttula's representative. He entertained a motion to amend HB 512 so they can begin discussion.

Number 083

Senator Faiks moved that they adopt the amendments to Senate CS for CSHB 512 as their working draft. It was so ordered.

Number 096

Senator Faiks moved that they remove the words "of each house" on page 4, line 13 and on line 27 for consistency purposes.

Number 133

Chairman Moss reread those portions. It was so ordered. He noted that Senator Sackett was in attendance.

Number 141

Senator Gilman commented that what the difference of the House and Senate bill in terms of the board is that the Senate has the chief executive officer of the board and the House does not. The Senate bill also has additional experience requirements than are in the House bill.

Number 156

Senator Moss concurred that the experience requirements in the Senate version for board members are much more restrictive and specific than the House bill.

Number 167

Chairman Moss noted that Senator Fahrenkamp was present, and that Representative Davis was in attendance.

Number 225

Chairman Moss stated that the draft they were working from had been voted on and approved, and they were going through looking for amendments to the amendment. He noted that Representative Mike W. Miller, Vice Chairman of the House

Transportation Committee was present.

- Number 249 Mr. Stoltzfus commented that on page 3, line 12 it should read "the continued operation by the corporation as provided in this chapter is considered an essential government function of the state" in order to track with the federal transfer legislation.
- Number 267 Chairman Moss asked what the amendment is. Mr. Stoltzfus responded that they should delete "The exercise" and put in "The continued operation by the corporation", delete "of the power" and put in "as".
- Chairman Moss noted that Senator Kerttula was now present.
- Number 291 Senator Fahrenkamp asked if this was a requirement from the federal legislation. Mr. Stoltzfus answered that it's the same language the federal legislation uses, and clarifies the intent of the legislation.
- Number 298 Senator Fahrenkamp moved the language. There were no objections, it was so ordered.
- Number 304 Mr. Stoltzfus read the amendment: "The continued operation by the corporation as provided in this chapter is considered an essential government function of the state."
- Number 321 Mr. Stoltzfus made an additional suggestion - that on page 8, line 14 the language be changed after the word "and" to read "a majority of the board may call".
- Number 349 Senator Fahrenkamp asked if that is what we really want to say. She suggested that they should allow for a majority to petition the chairman for a meeting.
- Number 373 Senator Kerttula stated that they should petition but the meeting should be called after a period of time regardless what the chairman says.
- Number 379 Senator Halford suggested that if you put a period after the word "months" on line 14 and start a new sentence: "The chairman or a majority of the members of the board may call other meetings of the board as necessary."
- Number 390 Senator Gilman moved the language. There was

unanimous consent, and it was so ordered.  
Chairman Moss asked if there were any other

amendments.

Number 414

Senator Kerttula mentioned two areas he was concerned with: the Class 1 railroad section, and the section on disposal. He stated that he would like to see a considerable safeguard on the disposal section. Chairman Moss pointed out that it was almost identical to the Senate version. Senator Kerttula asked about the Class 1 accounting.

Number 432

Senator Faiks responded that there are two sections where class 1 is referred to: one is that all accounting and procurement procedures will be done to class 1 standards, and two that the auditors when auditing on both the performance and financial audit will use the class 1 standards in performing those audits.

Number 442

Senator Kerttula commented on two points: The Interstate Commerce Commission (ICC) will not adequately perform protection of the state and its broad interest in railroad performance, and it is expensive and beyond reason to meet class 1 standards when the railroad does not qualify for class 1 oversight. Class 1 will not do what we want it to do for us, and it would just cost the state more money.

Number 475

Chairman Moss called on Evan McKinney to comment on this.

Number 481

Mr. McKinney identified himself as a private auditor on contract with the Department of Administration.

Number 490

Senator Faiks referred to page 6 of the draft to item #8, line 16, which is what the federal railroad administrative director recommended, and item #9, which has been recommended by the committee.

Number 497

Chairman Moss asked what was found out about the cost of the ICC class 1 operation.

Number 502

Mr. McKinney responded that the best information he had came from the Association of American Railroads. They estimated that the cost of complying with the ICC standards was 4,8000 staff hours, which is just complying with the regulations. The reporting requirement in addition to that, which they do not require, was

380 hours. The major cost is in complying with the standards. Senator Kerttula asked if there was a comparison between class 1 and class 2. Mr. McKinney responded that class 2 railroads don't have this requirement.

Number 536

Mr. McKinney stated that the ICC regulations are set up to help them meet their federal regulatory responsibilities. The State doesn't have a comparable responsibility. Most class 1 railroads keep a separate management accounting system in addition to the system that they use to comply with ICC.

Number 546

Senator Fahrenkamp asked if there was any financial benefit in being class 1, or any disadvantages in being class 2, in light of the fact that compliance with class 1 requirements is so expensive. Mr. McKinney responded that there was no real benefit to being class 1. Either way you'd have good financial statements. The main difference is that the ICC standards would require the railroad to maintain additional accounting records that it's unlikely anyone would use.

Number 562

Senator Fahrenkamp commented that a big point of contention or concern was that in many of the financial reports that they get from some agencies is that there so much put into one category that you can't tell what the cost of a certain operation is. She asked how they would take care of that concern.

Number 577

Mr. McKinney answered that the financial statements based on either ICC or Generally Accepted Accounting Principles would have the detail that's needed.

Number 585

Senator Halford commented that the reason ICC class 1 was added was as an oversight provision.

Number 595

Senator Fahrenkamp moved that Section 9 on page 6 be eliminated.

Number 604

Senator Gilman objected to the motion for discussion purposes. He stated that Sections 8 and 9 are intertwined.

Senator Fahrenkamp stated her objection.

Number 617

Senator Gilman asked what was there that was so

much different in class 1 that required 4800

additional man hours.

- Number 625 Mr. McKinney answered that there was exhaustive data on employee work hours collected by the ICC. The state of Alaska does not have this need.
- Number 633 Senator Gilman asked what the standards were under ICC class 1.
- Number 642 Mr. McKinney answered that the accounting standards under ICC or Generally Accepted Accounting Principles are equal. The financial reports are basically the same. The key difference is that under ICC the railroad will have to maintain additional detailed records in formats compatible with ICC reporting requirements that may not be necessary.
- Number 651 Senator Gilman asked if they found a prescribed accounting procedure for railroads. Mr. McKinney answered that most railroads use Generally Accepted Accounting Principles. Senator Gilman asked if there needs to be a different accounting procedure to determine rates. Mr. McKinney answered yes.
- Number 684 Senator Halford asked what where the differences were between class 1 and class 2, and if they got specific rate separations in class 2. Mr. McKinney stated that they get very little from class 2.
- Chairman Moss asked Mr. Hickey to join the discussion.
- Number 689 Mr. Hickey explained that class 1 and class 2 carriers live by Generally Accepted Accounting Principles. The difference is that the reporting for class 1 serves national needs that is not relevant to the Alaska Railroad, unless it happens to come up to class 1 revenue standards, which is doubtful. They believe that class 2 is appropriate.
- Number 715 Chairman Moss asked if there was any objection to deleting Section 9. There were none, and it was so ordered.
- Number 723 Senator Faiks referred to page 17, line 14.
- Number 729 Senator Fahrenkamp moved that they change class

1 to class 2.

Number 731

Senator Gilman stated his objection - that there

were no standards to class 2 except general accounting principles.

Number 743

Mr. Hickey commented that one way to fix this would be to require that accounting systems be consistent with generally accepted accounting principles consistent with industry standards for comparable railroads.

Number 754

Senator Fahrenkamp withdrew her motion.

Number 756

Senator Kerttula moved that throughout the bill they bring it into conformity with the originally adopted motion on this subject, not to require class 1 but just the general standards applicable to the type railroad it is. There was some discussion on the motion.

Number 789

There were no objections, so the motion was carried.

Number 791

Senator Kerttula referred to the section on the sale of the railroad, saying that it was weak.

Number 815

Senator Halford suggested that they delete "and other assets of the corporation" from the language that's there. He also suggested this wording: "The governor may provide for the sale of the Alaska Railroad if it can be assured that the railroad will continue to operate after sale. Such sale shall be pursuant to approval by law."

Number 823

Senator Kerttula moved both those statements. There was unanimous consent, and it was so ordered.

Discussion followed on the sections about strikes and accidents.

Number 857

Mr. Stoltzfus referred to page 27, Section 42.40.640, pointing out that the title now reads "Security for Bonds", and that it should read "Agreement with Holders".

Number 865

Senator Kerttula moved this amendment. It was so ordered.

Number 868

Chairman Moss stated that he was open for a motion to move the bill.

Senator Kerttula moved that they move it out

with individual recommendations.

Number 872

Senator Fahrenkamp suggested they look at  
Section 42.40.280.

TAPE #79, SIDE B.

- Number 000 There was discussion about page 18, Sec. 285, in the Senate version but not the House version.
- Number 010 Mr. Stoltzfus stated that they were going to require direct legislative approval for those, and that a report would not be required.
- Number 027 Senator Fahrenkamp referred to page 48, Section 10 on line 12, saying that she'd hate to see that put into law before they know what the plans are. Discussion followed on this.
- Number 043 Senator Fahrenkamp move that they strike lines 12-15.  
Senator Kerttula objected for discussion purposes. Discussion followed. He withdrew his objection.
- Number 090 There was unanimous consent for the motion to delete Section 10 and it was so ordered.
- Number 098 Senator Faiks asked about the House language on the Bootleggers' Cove vibration problem.
- Number 111 Mr. Stoltzfus stated that it was titled "Special Report" and read the section. It provides for a study to be done of problems caused by railroad vibrations.
- Number 145 Chairman Moss stated that he was open for a motion.
- Number 151 Senator Faiks moved that they adopt the House language for this. It was unanimously approved and so ordered.
- Number 157 Senator Gilman objected to the motion for the purpose of asking a question. He asked if this committee was going to have the same opportunity to participate when it goes to Finance.
- Number 166 Senator Kerttula answered that all members will be invited to all meeting of the committee or the subcommittee meetings on this subject and will be afforded the full opportunity to participate. More discussion followed on this issue.
- Number 199 Senator Gilman removed his objection.
- Number 201 Chairman Moss noted that the Eminent Domain section was not in the Senate bill. He asked if

there was any objection to that. There were none.

Number 209

Chairman Moss asked if there were any objections to moving out SCS for CSHB 512. There were none

the 1980 census.

Senator Gilman stated that in the next bill (CSHB 558) some boundaries are changed, in bringing it into conformity with the DOT&PF

regions. He said that if that bill passes it would affect distribution of the funds in CSHB 169.

Mr. Karella responded that they haven't got an exact figure on this.

Senator Gilman stated that it might be more appropriate to have the letter of intent on the next bill. Discussion followed.

Number 588

Chairman Moss asked for comments on the letter of intent. He read it to the committee.

Number 607

Senator Kerttula commented that he liked the letter of intent.

Number 619

Chairman Moss stated that they would amend it to show the Senate concurs. He directed a question to Mr. Karella.

Number 628

Mr. Karella answered that LSR&T was set up by the Dept. of Highways to take care of the projects that are just a little bit too difficult. DOT feels that they are just a guardian of the dollars that go to local government.

Number 644

Senator Kerttula stated that LSR&T is a very good system, and explained what LSR&T is for - to build local service roads and trails - low traffic, low density rural roads.

Number 680

Senator Fahrenkamp stated that one of the main objections of DOT to LSR&T is the fact that they believe that if they build them they have to maintain them, and they don't want to maintain them. She commented that the state should be able to give them help in an emergency.

Number 691

Senator Kerttula stated that these roads are good, but they still take grading and maintenance, and DOT needs a whole section for that kind of work. More discussion followed.

Number 737

Senator Gilman moved CSHB 169 be passed out of committee with individual recommendations with the letter of intent.

Number 741

Chairman Moss asked if they also had the amendment to the letter of intent to read that it is the intent of the House and Senate

Transportation Committees. There were no objections. It was so ordered.

Number 744

Chairman Moss referred to CSHB 558. He asked

Mr. Karella to remain at the table.

Number 763

Chairman Moss explained that what this bill does is many of the things they discussed on CSHB 169. He noted the amendments that had been made.

Number 784

Mr. Karella responded that the only secondary roads in the state are built with federal aid. Senator Fahrenkamp commented that this addresses what they've been talking about. Mr. Karella stated that all this does is clarify that they're allowing construction of roads on secondary routes, not on primary, urban or interstate. If a local government wants to do a project on a secondary route, they have to use secondary road standards.

Number 807

Senator Faiks commented that there's a large section of Anchorage that's not in ARTSA. She asked if LSR&T money could be used in those sections. Mr. Karella stated yes, as long as it's not federal aid.

Number 814

Senator Kerttula asked if LSR&T funds could be used in areas such as Hatcher Pass if they bring it to secondary road standards. Mr. Karella answered that if the local government is going to do the project, and it's not on a secondary route, then they can use their own standards.

If it's a secondary road you have to use secondary federal aid standards because it's tied to federal aid routes. More discussion followed.

Number 010

TAPE #80, SIDE A.

Senator Fahrenkamp stated that this is a good vehicle for meeting the intent of the legislation.

Number 027

Chairman Moss commented that this would be a golden opportunity to get some maintenance in the LSR&T program.

Number 037

Mr. Karella responded that DOT will maintain the road if it's in the agreement.

Number 047

Chairman Moss stated that he understood Senator Kerttula's problem with Hatcher Pass. Just putting in a road isn't good enough, this might

be the vehicle to make sure that DOT continues

to maintain the LSR&T roads.

Number 075

Chairman Moss asked if the money going into HB 169 would solve these maintenance problems. Mr. Karella stated they had to maintain any road that local government doesn't. Chairman Moss stated that it's not happening, and would the appropriation solve the problem. Mr. Karella answered that they only have one maintenance section to take care of all the roads, and they're obligated to take care of all roads. More discussion followed.

Number 129

Chairman Moss stated that the title is wide open for them to make an amendment to see that LSR&T roads are maintained.

Number 145

Senator Kerttula asked if they could hold this bill for one day. Discussion followed about this possible amendment.

Number 194

Chairman Moss stated that they would hold this bill until Tuesday's meeting.

Number 199

Mr. Karella stated he'd like to see this program financed under the Capital Improvement Projects (CIP) at \$7 million a year which would make it a viable program.

Number 210

Chairman Moss adjourned the meeting at 2:45 p.m.

HB 111: "An Act relating to local service roads and trails; and providing for an effective date." Sponsored by the Rules Committee By Request of the Governor.

The following is a summary of questions and/or concerns expressed by the committee during our February 26th meeting to be addressed by the Department of Transportation and Public Facilities either before or during our March 5th meeting.

For further detail, please find attached the committee minutes of February 26.

Staff has provided us with a committee work draft bill should the committee wish to consider appropriating funds for the Local Service Roads and Trails program for Fiscal Year 1986.

Page Number	Recording Number	Request or Question
03	148	Rep. Shultz questioned the allocation of funds on a 50/50 (population/area size) basis. He questioned whether this was equitable.
04	300	Rep. Marrou asked why "first class cities" were deleted from page 2, lines 6-8 of the original bill.
06	358	Rep. Davis requested a listing of the funds left in the Local Service Roads and Trails program.
07	444	Rep. Shultz wanted to know why the administration had not allocated funds for the LSR & T program.
09	565	Rep. Davis asked about the inclusion of an appropriations bill for HB 111.
09	590	Rep. Pignalberi requested a map which would show the allocation districts specified in the bill and a map which would show how the 50/50 ratio would affect the Anchorage and Mat-Su areas. He also wanted to see how a \$7,000,000 appropriation would break down according to the funding formula. He also wanted to know how this system of allocating by regions affected the department's current organization of 3 regions. He requested updated information in a report based on three regions.

- Number 455 Chairman Moss went to CSHB 169. He introduced Charles Karella, State Local Service Road and Trails (LSR&T) Engineer.
- Number 484 Senator Kerttula spoke to the bill. He stated that he'd like to see a letter of intent written that says mandatory maintenance is required of DOT&PF if they participate. He wants DOT&PF to check the LSR&T funding formula which is based on geography and population.
- Number 536 Chairman Moss referred to the letter of intent from the House which provides for this purpose. He recognized Mr. Karella.
- Number 540 Mr. Karella stated that the check on the area and population was done in the last year, using the 1980 census.
- Senator Gilman stated that in the next bill (CSHB 558) some boundaries are changed, in bringing it into conformity with the DOT&PF regions. He said that if that bill passes it would affect distribution of the funds in CSHB 169.
- Mr. Karella responded that they haven't got an exact figure on this.
- Senator Gilman stated that it might be more appropriate to have the letter of intent on the next bill. Discussion followed.
- Number 588 Chairman Moss asked for comments on the letter of intent. He read it to the committee.
- Number 607 Senator Kerttula commented that he liked the letter of intent.
- Number 619 Chairman Moss stated that they would amend it to show the Senate concurs. He directed a question to Mr. Karella.
- Number 628 Mr. Karella answered that LSR&T was set up by the Dept. of Highways to take care of the projects that are just a little bit too difficult. DOT feels that they are just a guardian of the dollars that go to local government.
- Number 644 Senator Kerttula stated that LSR&T is a very good system, and explained what LSR&T is for

- to build local service roads and trails -  
low traffic, low density rural roads.

- Number 680                    Senator Fahrenkamp stated that one of the main objections of DOT to LSR&T is the fact that they believe that if they build them they have to maintain them, and they don't want to maintain them. She commented that the state should be able to give them help in an emergency.
- Number 691                    Senator Kerttula stated that these roads are good, but they still take grading and maintenance, and DOT needs a whole section for that kind of work. More discussion followed.
- Number 737                    Senator Gilman moved CSHB 169 be passed out of committee with individual recommendations with the letter of intent.
- Number 741                    Chairman Moss asked if they also had the amendment to the letter of intent to read that it is the intent of the House and Senate Transportation Committees. There were no objections. It was so ordered.
- Number 744                    Chairman Moss referred to CSHB 558. He asked Mr. Karella to remain at the table.
- Number 763                    Chairman Moss explained that what this bill does is many of the things they discussed on CSHB 169. He noted the amendments that had been made.
- Number 784                    Mr. Karella responded that the only secondary roads in the state are built with federal aid. Senator Fahrenkamp commented that this addresses what they've been talking about.
- Mr. Karella stated that all this does is clarify that they're allowing construction of roads on secondary routes, not on primary, urban or interstate. If a local government wants to do a project on a secondary route, they have to use secondary road standards.
- Number 807                    Senator Faiks commented that there's a large section of Anchorage that's not in ARTSA. She asked if LSR&T money could be used in those sections. Mr. Karella stated yes, as long as it's not federal aid.

Number 814                      Senator Kerttula asked if LSR&T funds could be used in areas such as Hatcher Pass if they bring it to secondary road standards. Mr. Karella answered that if the local government is going to do the project, and it's not on a secondary route, then they can use their own standards. If it's a secondary road you have to use secondary federal aid standards because it's tied to federal aid routes. More discussion followed.

TAPE #80, SIDE A.

Number 010                      Senator Fahrenkamp stated that this is a good vehicle for meeting the intent of the legislation.

Number 027                      Chairman Moss commented that this would be a golden opportunity to get some maintenance in the LSR&T program.

Number 037                      Mr. Karella responded that DOT will maintain the road if it's in the agreement.

Number 047                      Chairman Moss stated that he understood Senator Kerttula's problem with Hatcher Pass. Just putting in a road isn't good enough, this might be the vehicle to make sure that DOT continues to maintain the LSR&T roads.

Number 075                      Chairman Moss asked if the money going into HB 169 would solve these maintenance problems. Mr. Karella stated they had to maintain any road that local government doesn't. Chairman Moss stated that it's not happening, and would the appropriation solve the problem. Mr. Karella answered that they only have one maintenance section to take care of all the roads, and they're obligated to take care of all roads. More discussion followed.

Number 129                      Chairman Moss stated that the title is wide open for them to make an amendment to see that LSR&T roads are maintained.

Number 145                      Senator Kerttula asked if they could hold this bill for one day.

Discussion followed about this possible amendment.

Number 194

Chairman Moss stated that they would hold this bill until Tuesday's meeting.

Number 199

Mr. Karella stated he'd like to see this program financed under the Capital Improvement Projects (CIP) at \$7 million a year which would make it a viable program.

Number 210

Chairman Moss adjourned the meeting at 2:45 p.m.

Pouch Z, Juneau, AK 99811  
465-3911

Position Statement: Testified regarding Capital Projects.

Jim Merrill

Office of the Commissioner  
Department of Transportation & Public Facilities  
Pouch Z, Juneau, AK 99811  
465-3911

Position Statement: Testified regarding Capital Projects.

#### PREVIOUS ACTION

HB 399 Please refer to House Finance Committee action dated prior to 04/06/84. Also, refer to House Transportation Committee action dated prior to 03/27/84.

HB 558 Please refer to Senate Transportation Committee minutes dated 05/10/84. Also, refer to House Rules Committee action dated prior to 04/18/84. In addition, refer to House Community and Regional Affairs Committee action dated prior to 04/04/84. Refer to House Transportation Committee action dated prior to 03/28/84.

#### ACTION NARRATIVE

TAPE #31 for 05/15/84, SIDE A.

Recording  
Number 000

Chair Moss brought the Senate Transportation Committee meeting to order at 1:24 p.m. All members were present except Senators Fahrenkamp and Kerttula. He referred to the first item on the Agenda, CSHB 558 and the letter of intent.

Number 038 Senator Gilman commented on the amended letter of intent.

Number 058 Chair Moss asked Charles Karella to come forward.

Number 069 Mr. Karella introduced himself as the Statewide Administrator for the Limited Service Roads and Trails (LSR&T) program.

Number 080 Chair Moss asked if he had any problem with the bill. Mr. Karella said he didn't.

Number 083 Senator Faiks asked what 1931-31 was.

Senator Gilman answered that that was the part of the bill being rewritten to coincide with regional boundaries.

Number 097

Senator Faiks asked about the letter of intent. Chair Moss responded that this was the original letter of intent that came out of the Senate Transportation Committee. Senator Faiks commented that she didn't like the way the first sentence was written.

Number 120

Chair Moss read the letter of intent. He commented that maintaining these roads once they are built seems to be a problem. He explained that there are three systems of roads - primary roads, secondary roads, and local service roads and trails. What they are asking the Department to do is provide in their budget proposals each year is funding for maintenance of LSR&T roads.

Number 187

Senator Faiks commented that her only problem with the letter of intent was the first sentence because it is cumbersome.

Number 206

Chair Moss asked if there were any amendments to the bill.

Number 208

Senator Gilman moved the letter of intent, asking unanimous consent. There were no objections and it was so ordered. He moved CSHB 512 out of committee with individual recommendations. There were no objections and it was so ordered.

Number 220

Chair Moss went to CSHB 399. He asked Tyler Jones to come forward.

Number 234

Senator Faiks asked Mr. Jones why the bill was even in the Legislature.

Number 239

Mr. Jones introduced himself as the legislative liaison for the Municipality of Anchorage. He explained the original intent of this bill, which was to rename "A" and "C" Streets to "Eisenhower" and "Wickersham" Streets. In October 1983 the Anchorage Assembly voted unanimously to recommend to the Legislature that the corridor be named the Eisenhower Corridor. They felt that changing the street name was inappropriate and there already is a Wickersham subdivision. Mr. Jones asked the committee to name the corridor but refrain from

STATE OF ALASKA  
THE LEGISLATURE

FOURTH FLOOR - STATE CAPITOL  
JUNEAU, ALASKA 99811  
907-465-3800

LEGISLATIVE AFFAIRS AGENCY  
LEGISLATIVE REFERENCE LIBRARY

May, 1988

Copies of minutes listed below were originally included in this file. The minutes are available on the STAIRS database CMPR. In order to save space copies of minutes have not been left in the files.

Mary Van Nimwegen

H/T 2-10-83 1:40 pm  
2-2-84 3:29 pm



STATE OF ALASKA  
OFFICE OF THE GOVERNOR  
JUNEAU

January 23, 1985

The Honorable Ben Grussendorf  
Speaker of the House  
Alaska State Legislature  
Pouch V  
Juneau, AK 99811

Dear Representative Grussendorf:

Under the authority of art. III, sec. 18, of the Alaska Constitution, I am transmitting a bill relating to the local service roads and trails program. The bill makes minor amendments to existing statutes.

Section 1 repeals and reenacts AS 19.30.127. The current language establishes five allocation districts. The proposed language creates allocation districts by simply saying that they are identical to the Department of Transportation and Public Facilities' operating regions. When the local service roads and trails program was enacted in 1971 there were five highway districts within the Department of Highways. The allocation districts established in the statute coincided with those highway districts. Those allocation districts bear little relationship to the manner in which the state's highway program is administered today. There are currently three regional offices with headquarters in Anchorage, Fairbanks, and Juneau, respectively. This amendment will allow the program to be administered in a way that is consistent with the Department of Transportation and Public Facilities' current administrative structure. The amendment will enable the allocation districts to match any future changes in geographic organization of the department.

Additionally, sec. 1 of the bill provides a mechanism to address the problem of local governments which lie within two allocation districts. Subsection (b) of AS 19.30.127 will provide that the boundary between the allocation districts is to be adjusted to include the local government within the allocation district in which the largest portion of the local government's land is located.

Section 2 amends AS 19.30.131(a) by deleting the reference

to five allocation districts. This amendment is necessary because of the new method of establishing the allocation districts found in sec. 1 of the bill.

Section 3 amends AS 19.30.131(c) by deleting first-class cities from direct allocations.

The need for this change is to provide first-class cities with adequate funds to construct local service roads. Presently, the law treats allocation of funds to first-class cities the same as home rule cities. Present allocations for most first-class cities are not adequate to construct a local service road project. This change in the law allows funding of projects for first-class cities through their respective borough or unorganized borough on a priority basis.

Section 4 amends AS 19.30.141 by deleting first-class cities from direct allocations as explained above.

Section 5 amends AS 19.30.161 by adding language requiring the prior approval of design standards, rights-of-way, and widths for projects which are constructed on a federal-aid secondary route, even though the project will be constructed by a local government that has assumed road powers. As a general proposition under the local service roads and trails program, if a local government has assumed road powers it is responsible for the maintenance of the facility after construction. Consequently, the state has little concern over the standards. In 1981, the nature of the program changed when AS 19.30.111 was amended to allow the use of program money on the federal-aid secondary highway system. These facilities can be quite complicated and the state is required to comply with various standards to continue to receive federal aid for the route. It is therefore appropriate that the commissioner of DOT/PF have a right of prior approval of design standards, rights-of-way, and width.

Section 6 amends AS 19.30.241(3) by adding language which includes second-class cities to conform with the definition of municipality in AS 29.78.010(8). This change is necessary to enable any political subdivision of the state to construct and maintain a project under the provisions of this bill.

Section 7 amends the definition of local service road to make it more precise.

Sincerely,

A handwritten signature in cursive script, appearing to read "Bill Sheffield".

Bill Sheffield  
Governor

TRANSPORTATION COMMITTEE DAILY AGENDA

=====

- 1) CALL MEETING TO ORDER
- 2) NOTE MONTH/DAY/YEAR                      Tuesday, February 26, 1985
- 3) NOTE TIME:                                      (7:00 a.m.)
- 4) NOTE MEMBERS PRESENT AND EXCUSED  
  
    --Note: For the record, also note any late arrivals  
    to the meeting.
- 5) RECOGNIZE VIP's
- 6) REMIND PARTICIPANTS TO SIGN THE WITNESS REGISTER
- 7) BRING BEFORE THE COMMITTEE:  
  
    HB 111      "An Act relating to local service  
                 roads and trails; and providing for  
                 an effective date." Sponsored by  
                 the Rules Committee by Request of  
                 the Governor.
- 8) INSIDE THE COMMITTEE FOLDERS ARE:  
  
    ° a copy of HB 111  
    ° the governor's letter of transmittal  
    ° a fiscal note for HB 111  
    ° an analysis of HB 111
- 9) INTRODUCE : Charles Karella, DOT/PF
- 10) ANNOUNCE TIME OF ADJOURNMENT

Funding Information  
General Fund \$7,000,000  
Other Funds -0-  
\$7,000,000

1 IN THE HOUSE

BY THE TRANSPORTATION COMMITTEE

2 HOUSE BILL NO.

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FOURTEENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act making a special appropriation to the Depart-  
7 ment of Transportation and Public Facilities for  
8 local service roads and trails; and providing for an  
9 effective date."

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

11 \* Section 1. The sum of \$7,000,000 is appropriated from the general  
12 fund to the Department of Transportation and Public Facilities for alloca-  
13 tions for local service roads and trails authorized under AS 19.30.111 -  
14 19.30.251.

15 \* Sec. 2. The appropriation made by this Act is for allocation to  
16 capital projects and is subject to AS 37.25.020.

17 \* Sec. 3. This Act takes effect immediately in accordance with AS 01.-  
18 10.070(c).

TRANSPORTATION COMMITTEE DAILY AGENDA



- 1) CALL MEETING TO ORDER
- 2) NOTE MONTH/DAY/YEAR                      Tuesday, February 26, 1985
- 3) NOTE TIME:                                      (7:00 a.m.)
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- 7) BRING BEFORE THE COMMITTEE:  
    HB 111     "An Act relating to local service  
              roads and trails; and providing for  
              an effective date." Sponsored by  
              the Rules Committee by Request of  
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- 8) INSIDE THE COMMITTEE FOLDERS ARE:
  - ° a copy of HB 111
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  - ° a fiscal note for HB 111
  - ° an analysis of HB 111
- 9) INTRODUCE : Charles Karella, DOT/PF
- 10) ANNOUNCE TIME OF ADJOURNMENT

STATE OF ALASKA 1985 LEGISLATIVE SESSION  
FISCAL NOTE

Page 1 of 3

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

**REQUEST**

Bill/Resolution No.: HB 111  
 Title: An act relating to local service roads and trails  
 Sponsor: \_\_\_\_\_  
 Requestor: \_\_\_\_\_  
 Date of Request: \_\_\_\_\_

**FISCAL DETAIL**

Agency Affected: DOT&PF  
 Program Category Affected: Design and Construction  
 BRU, Program or Subprogram(s) Affected: Capitol Program

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

	FY 85	FY 86	FY 87	FY 88	FY 89	FY 90
<b>OPERATING</b>						
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 SUPPLIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS						
800 MISCELLANEOUS						
<b>TOTAL OPERATING</b>	- 0 -	- 0 -	- 0 -	- 0 -	- 0 -	- 0 -
<b>CAPITAL</b>	- 0 -	- 0 -	- 0 -	- 0 -	- 0 -	- 0 -
<b>REVENUE</b>						

**FUNDING: (Thousands of Dollars)**

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

**POSITIONS:**

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: Attach a separate page if necessary

Attached

Prepared By: Charles D. Karella

Phone: 465-4070

Division: \_\_\_\_\_

Date: 10/19/84

Approved by Commissioner: *David...*

Date: 11/15/84

Agency: Transportation & Public Facilities

Distribution (by Agency preparing fiscal note):

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

7/1/84

The proposed bill is strictly a housekeeping measure and has no fiscal impact on either the operating or capital budget. No additional positions are required.

The proposed bill revises A.S. 19.30 in five areas:

- 1) AS 19.30.127 and AS 19.30.131(a) are reworded to make allocation district boundaries coincide with DOT&PF regional boundaries. This simplifies the allocation process of LSR&T monies.
- 2) AS 19.30.131(c) and AS 19.30.141 removes first class cities from district allocation. This change returns the first class cities to their former status which allows them to receive adequate funds to construct a project.
- 3) AS 19.30.161 is reworded to require LSR&T projects constructed on a federal-aid secondary route to be approved by the Commissioner of DOT&PF. This language change is needed to assure that federal requirements for roadway width, design standards and right-of-way are met.
- 4) AS 19.30.241(3) is necessary to enable any political subdivision of the State to construct and maintain a project under the provisions of this act.
- 5) AS 19.30.241(4) is reworded to limit LSR&T construction to low volume roads. The break between high volume roads and low volume roads is 750 vehicles per day. Correction of an oversight of past legislation in defining specific routes of the Federal-aid highway system is necessary.

An Act relating to local service roads, trails and providing for an effective date.

These amendments to the Act are necessary in order to revise the out-of-date allocation areas, assure sufficient funding of projects under the priority system, clarify design standards for secondary federal routes, revise the local government definition to conform with other Alaska Statutes, limit LSR&T construction to low volume roads and correct an oversight of defining specific routes of the federal highway system.



Original sponsor: Rules/Governor

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IN THE HOUSE

BY THE TRANSPORTATION COMMITTEE

CS FOR HOUSE BILL NO. 558 (Transportation)

IN THE LEGISLATURE OF THE STATE OF ALASKA

THIRTEENTH LEGISLATURE - SECOND SESSION

A BILL

For an Act entitled: "An Act relating to local service roads and trails;  
and providing for an effective date."

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

\* Section 1. AS 19.30.127 is repealed and reenacted to read:

Sec. 19.30.127. ALLOCATION DISTRICTS. (a) The state is divided  
into allocation districts <sup>which</sup> that are identical to the department's  
operating regions.

(b) Where a department region boundary divides a local govern-  
ment unit, the allocation district boundary shall be adjusted by the  
department to include the local government unit within the department  
region that contains the largest portion of the area of the local  
government unit.

\* Sec. 2. AS 19.30.131(a) is amended to read:

(a) During each fiscal year the commissioner shall allocate sums  
appropriated or otherwise designated for expenditure on [UPON] local  
service roads for that fiscal year among the [FIVE] allocation  
districts in the following manner: one-half in the ratio that [WHICH]  
the area of each allocation district bears to the total area of the  
state and one-half in the ratio that [WHICH] the population of each  
allocation district bears to the total population of the state as  
shown by the latest available federal census.

\* Sec. 3. AS 19.30.131(c) is amended to read:

(c) The commissioner shall also further allocate portions of the  
sum allocated to any borough, either organized or unorganized, and to

1 any home rule [OR FIRST CLASS] city within the borough in the  
2 following manner:

3 (1) one-half in the ratio that [WHICH] the area of each  
4 home rule [OR FIRST CLASS] city bears to the total area of the borough  
5 excluding salt water areas; and

6 (2) one-half in the ratio that [WHICH] the population of  
7 each home rule [OR FIRST CLASS] city bears to the total population of  
8 the borough as shown by the latest available federal census.

9 \* Sec. 4. AS 19.30.141 is amended to read:

10 Sec. 19.30.141. ACQUISITION AND CONSTRUCTION PROGRAMS. Before  
11 October 1 of each fiscal year each local government eligible for  
12 allocation of funds under AS 19.30.131 shall submit to the  
13 commissioner for approval a five-year plan for the acquisition and  
14 construction of local service roads and trails. Before December 1 of  
15 each fiscal year the commissioner shall submit to the governor a  
16 five-year plan for the acquisition and construction of local service  
17 roads and trails, including the approved local government programs.  
18 An organized borough shall include in its five-year plan local service  
19 road acquisition and construction programs for all cities other than  
20 home rule [AND FIRST CLASS] cities within the boundaries of the  
21 borough. The commissioner shall include in the [HIS] five-year plan  
22 local service road and trail acquisition and construction within the  
23 unorganized borough.

24 \* Sec. 5. AS 19.30.161 is amended to read:

25 Sec. 19.30.161. DESIGN STANDARDS, RIGHTS-OF-WAY AND WIDTHS.  
26 Design standards, rights-of-way and widths for each local service road  
27 and trail project must [SHALL] have the prior approval of the  
28 commissioner, unless the project is under the supervision of a local  
29 government that has assumed local road powers. If the project is

1 under the supervision of a local government that has assumed road  
2 powers and the project is not located on a federal-aid secondary  
3 route, design standards, rights-of-way and widths shall be established  
4 by the local government. If a project under the supervision of a  
5 local government that has assumed road powers is located on a  
6 federal-aid secondary route, design standards, rights-of-way, and  
7 widths must have the prior approval of the commissioner.

8 \* Sec. 6. AS 19.30.241(3) is amended to read:

9 (3) "local government" means an organized borough of any  
10 class, a unified municipality organized under AS 29.68.240 -  
11 29.68.440, [A HOME RULE CITY,] or a city of any [THE FIRST] class;

12 \* Sec. 7. AS 19.30.241(4) is amended to read:

13 (4) "local service road" means a public road that is used  
14 by an average of fewer than 400 vehicles each day and that [WHICH] is  
15 not designated as a route on the approved federal-aid highway system;

16 \* Sec. 8. This Act takes effect July 1, 1984.  
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Introduced: 2/1/84  
Referred: Transportation and  
Community & Regional Affairs

1 IN THE HOUSE

BY THE RULES COMMITTEE BY  
REQUEST OF THE GOVERNOR

2

HOUSE BILL NO. 558

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 local service roads and trails;  
7 and providing for an effective date."

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

9 \* Section 1. AS 19.30.127 is repealed and reenacted to read:

10 Sec. 19.30.127. ALLOCATION DISTRICTS. (a) The state is divided  
11 into allocation districts that are identical to the department's  
12 operating regions.

13 (b) Where a department region boundary divides a local govern-  
14 ment unit, the allocation district boundary must be adjusted to in-  
15 clude the local government unit within the department region that  
16 contains the largest portion of the area of the local government unit.

17 \* Sec. 2. AS 19.30.131(a) is amended to read:

18 (a) During each fiscal year the commissioner shall allocate sums  
19 appropriated or otherwise designated for expenditure upon local ser-  
20 vice roads for that fiscal year among the [FIVE] allocation districts  
21 in the following manner: one-half in the ratio which the area of each  
22 allocation district bears to the total area of the state and one-half  
23 in the ratio which the population of each allocation district bears to  
24 the total population of the state as shown by the latest available  
25 federal census.

26 \* Sec. 3. AS 19.30.161 is amended to read:

27 Sec. 19.30.161. DESIGN STANDARDS, RIGHTS-OF-WAY AND WIDTHS.  
28 Design standards, rights-of-way and widths for each local service road  
29 and trail project must [SHALL] have the prior approval of the commis-

1        sioner, unless the project is under the supervision of a local govern-  
2        ment that has assumed local road powers. If the project is under the  
3        supervision of a local government that has assumed road powers, and  
4        the project is not located on a federal-aid secondary route, design  
5        standards, rights-of-way and widths shall be established by the local  
6        government. If a project under the supervision of a local government  
7        that has assumed road powers is located on a federal-aid secondary  
8        route, design standards, rights-of-way, and widths must have the prior  
9        approval of the commissioner.

10    \* Sec. 4. This Act takes effect July 1, 1984.

COMMITTEE SUBSTITUTE FOR HOUSE BILL 558 (TRANSPORTATION)

- Section 1. creates allocation districts by simply saying that they are identical to DOT's operating regions.
- provides mechanism to address the problem of local governments which lie within 2 allocation districts; includes the local government within allocation district in which largest portion of the local government's land is located.
- Section 2. deletes reference to FIVE allocations.
- Section 3. deletes first class cities from direct allocation. The need for this change is to provide first-class with adequate funds to construct local service roads. Presently, the law treats allocation of funds to first-class cities the same as home rule cities. Present allocations for most first class cities are not adequate to construct local service road project. This change in the law allows funding of projects for first class cities through their respective borough or unorganized borough on a priority basis.
- Section 4. deletes first class cities from direct allocation.
- Section 5. allows the use of program money on the federal-aid secondary highway system.
- Section 6. adds language to include second class cities to conform with the definition of municipality in AS 29.78.010(8). Necessary to enable political subdivision of the State to construct and maintain a project under the provisions of this act.
- adds language to the definition of local service roads to include an average daily traffic count of 400 vehicles in order to give alleviate the problem of LSR&T funds to be used on major urban roads.

COMMITTEE SUBSTITUTE FOR HOUSE BILL 558 (TRANSPORTATION)

- Section 1. creates allocation districts by simply saying that they are identical to DOT's operating regions.
- provides mechanism to address the problem of local governments which lie within 2 allocation districts; includes the local government within allocation district in which largest portion of the local government's land is located.
- Section 2. deletes reference to FIVE allocations.
- Section 3. deletes first class cities from direct allocation. The need for this change is to provide first-class with adequate funds to construct local service roads. Presently, the law treats allocation of funds to first-class cities the same as home rule cities. Present allocations for most first class cities are not adequate to construct local service road project. This change in the law allows funding of projects for first class cities through their respective borough or unorganized borough on a priority basis.
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- Section 5. allows the use of program money on the federal-aid secondary highway system.
- Section 6. adds language to include second class cities to conform with the definition of municipality in AS 29.78.010(8). Necessary to enable political subdivision of the State to construct and maintain a project under the provisions of this act.
- adds language to the definition of local service roads to include an average daily traffic count of 400 vehicles in order to give alleviate the problem of LSR&T funds to be used on major urban roads.



STATE OF ALASKA  
OFFICE OF THE GOVERNOR  
JUNEAU

HB 558

January 31, 1984

The Honorable Joe Hayes  
Speaker of the House  
Pouch V  
Juneau, Ak 99811

Dear Representative Hayes:

Under the authority of art. III, sec. 18, of the Alaska Constitution, I am transmitting a bill relating to the local service roads and trails program. The bill makes minor amendments to existing statutes.

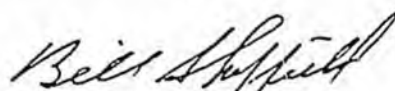
Section 1 repeals and reenacts AS 19.30.127. The current language establishes five allocation districts. The proposed language creates allocation districts by simply saying that they are identical to the Department of Transportation and Public Facilities' operating regions. When the local service roads and trails program was enacted in 1971 there were five highway districts within the Department of Highways. The allocation districts established in the statute coincided with those highway districts. Those allocation districts bear little relationship to the manner in which the state's highway program is administered today. There are currently three regional offices with headquarters in Anchorage, Fairbanks, and Juneau, respectively. This amendment will allow the program to be administered in a way that is consistent with the Department of Transportation and Public Facilities' current administrative structure. The amendment will enable the allocation districts to match any future changes in geographic organization of the department.

Additionally, sec. 1 of the bill provides a mechanism to address the problem of local governments which lie within two allocation districts. Subsection (b) of AS 19.30.127 will provide that the boundary between the allocation districts is to be adjusted to include the local government within the allocation district in which the largest portion of the local government's land is located.

Section 2 amends AS 19.30.131(a) by deleting the reference to five allocation districts. This amendment is necessary because of the new method of establishing the allocation districts found in sec. 1 of the bill.

Section 3 amends AS 19.30.161 by adding language requiring the prior approval of design standards, rights-of-way, and widths for projects which are constructed on a federal-aid secondary route, even though the project will be constructed by a local government that has assumed road powers. As a general proposition under the local service roads and trails program, if a local government has assumed road powers it is responsible for the maintenance of the facility after construction. Consequently, the state has little concern over the standards. In 1981, the nature of the program changed when AS 19.30.111 was amended to allow the use of program money on the federal-aid secondary highway system. These facilities can be quite complicated and the state is required to comply with various standards to continue to receive federal aid for the route. It is therefore appropriate that the commissioner of DOT/PF have a right of prior approval of design standards, rights-of-way, and width.

Sincerely,

  
Bill Sheffield  
Governor

STATE OF ALASKA 1984 LEGISLATIVE SESSION  
FISCAL NOTE

Revision Date: 1/4/84

Page 1 of 2

REQUEST  
Bill/Resolution No.: HB 558  
Title: Local Service Roads & Trails  
Sponsor: DOT&PF  
Requestor: Commissioner's Office  
Date of Request:

FISCAL DETAIL  
Agency Affected: DOT&PF  
Program Category Affected: Design & Construction  
BRU, Program or Subprogram(s) Affected: Capital Program

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	-0-	-0-	-0-	-0-	-0-	-0-
CAPITAL	-0-	-0-	-0-	-0-	-0-	-0-
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

N/A

ANALYSIS: Attach a separate page for analysis

Prepared By: John J. Simpson *[Signature]* Phone: 789-6261  
Division: Standards & Technical Services Div. Date: 1/4/84

Approved by Commissioner: *[Signature]* Date: 1/11/84  
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

The proposed bill is strictly a housekeeping measure and has no fiscal impact on either the operating or capital budget. No additional positions are required.

The proposed bill revises A.S. 19.30 in two areas:

- 1) AS 19.30.127 and AS 19.30.131(a) are reworded to make allocation district boundaries coincide with DOT&PF's regional boundaries. This simplifies the allocation process of LSR&T monies.
- 2) AS 19.30.161 is reworded to require LSR&T projects constructed on a Federal-aid secondary route to be approved by the Commissioner of DOT&PF. This language change is needed to assure that Federal requirements for roadway width, design standards and right-of-way are met.

STATE OF ALASKA 1984 LEGISLATIVE SESSION  
FISCAL NOTE

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

REQUEST  
Bill/Resolution No.: CSHB 558  
Title: Local Services Roads  
and Trails  
Sponsor: \_\_\_\_\_  
Requestor: \_\_\_\_\_  
Date of Request: \_\_\_\_\_

FISCAL DETAIL  
Agency Affected: DOT&PF  
Program Category Affected: \_\_\_\_\_  
Design & Construction  
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						
200 TRAVEL						
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400 SUPPLIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS						
800 MISCELLANEOUS						
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						
TOTAL						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

ANALYSIS. Attach a separate page for analysis

Prepared By: Bette Cato Phone: 4838  
Division: House Transportation Committee Date: 3-27-84

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

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

The Committee Substitute for House Bill 558 has no fiscal impact on either the operating or capital budget. No additional positions are required.

The proposed Committee Substitute revisions are as follows:

1. AS 19.30.127 and AS 19.30.131(a) are reworded to make allocation district boundaries coincide with DOTPF's regional boundaries. This simplifies the allocation process of LSR&T monies. (As in HB 558)
2. AS 19.30.131(c) and AS 19.30.141 deletes first class cities from direct allocations. Per the Department, the need for this change is to provide first class cities with adequate funds to construct local service roads. Presently, the law treats allocations for most first class cities are not adequate to construct a local service road project. This change in the law allows funding of projects for first class cities through their respective borough or unorganized borough on a priority basis.
3. AS 19.30.161 is reworded (per the Department's request) to require LSR&T projects constructed on a Federal-aid secondary route to be approved by the Commissioner of DOTPF. This language change is needed to assure that Federal requirements for roadway width, design standards and right-of-way are met.
4. AS 19.30.241(3) adds language which includes second class cities to conform with the definition of municipality in AS 29.78.010(8). Per the Department, this change is necessary to enable any political subdivision of the State to construct and maintain a project under the provisions of this act.
5. AS 19.30.241(4) adds language to the definition of local service roads to include an average daily traffic count of fewer than 400 vehicles to target LSR&T monies for projects which the LSR&T program was originally intended to do.

STATE OF ALASKA 1984 LEGISLATIVE SESSION  
FISCAL NOTE

Page 1 of 2

Revision Date: 1/4/84

REQUEST

Bill/Resolution No.: HB 558  
 Title: Local Service Roads & Trails  
 Sponsor: DOT&PF  
 Requestor: Commissioner's Office  
 Date of Request: \_\_\_\_\_

FISCAL DETAIL

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

EXPENDITURES/REVENUES: (Thousands of Dollars)

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

FUNDING: (Thousands of Dollars)

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

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

N/A

ANALYSIS: Attach a separate page for analysis

Prepared By: John J. Simpson Phone: 789-6261  
 Division: Standards & Technical Services Div. Date: 1/4/84

Approved by Commissioner: [Signature] Date: 1/11/84  
 Agency: DOT&PF

Distribution (by Agency preparing fiscal note):

- Legislative Finance
- Legislative Sponsor
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12/1/83

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- 1) AS 19.30.127 and AS 19.30.131(a) are reworded to make allocation district boundaries coincide with DOT&PF's regional boundaries. This simplifies the allocation process of LSR&T monies.
- 2) AS 19.30.161 is reworded to require LSR&T projects constructed on a Federal-aid secondary route to be approved by the Commissioner of DOT&PF. This language change is needed to assure that Federal requirements for roadway width, design standards and right-of-way are met.

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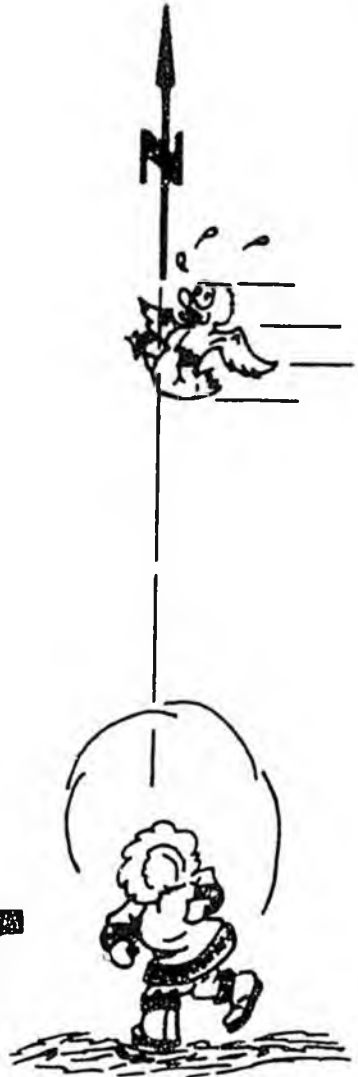
**S**

**R**



**&**

**T**



# **HANDBOOK**

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

# **ENGINEER'S HANDBOOK**

**LOCAL SERVICE ROADS**

**AND TRAILS PROGRAM**

**DEPARTMENT OF TRANSPORTATION**

**AND PUBLIC FACILITIES**

**STATE OF ALASKA**

**POUCH Z**

**JUNEAU, ALASKA**

**SEPTEMBER 1984**

**NO. 056**

## INTRODUCTION

This handbook is a guide for the Local Service Roads and Trails Program, which is an integral part of the Alaska Department of Transportation and Public Facilities. This program was primarily established to meet the State of Alaska's commitment to satisfy rural community road needs. These guidelines are intended to remain flexible in order for the program to be properly administered.

This guide is not intended to take the place of good engineering judgement nor is it an answer to all situations.

Revisions will be made to this handbook to improve the efficiency of the LSR&T Program.

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## HISTORY

### LOCAL SERVICE ROADS AND TRAILS PROGRAM

#### Primary Functions:

The Local Service Roads and Trails (LSR&T) program was established by the State Legislature in 1971 to provide for special needs of "bush" communities, rural communities and communities both within and outside of organized boroughs.

The Local Service Roads and Trails program was designed to aid communities that do not have either the financial means or the technical expertise to accomplish a project alone. These projects are in the nature of roads, trails, bridges and boardwalks.

The LSR&T Program is wholly State funded. Generally, local government projects are contracted; although some local governments prefer to utilize their own forces. In remote areas, local labor and equipment rental is often utilized to construct LSR&T projects. When equipment is not available to rent, State equipment is utilized. Contract construction in remote areas is utilized only when it is cost effective.

The scope of LSR&T is basically three-fold. This is particularly true for "bush" projects. It provides:

1. Needed projects to communities that do not have the capabilities of accomplishing a project alone without assistance.
2. A source of training for construction work by employing local residents as laborers and equipment operators.
3. Supplemental income to communities that are single-income or subsistence oriented.

#### Project Limitations:

LSR&T road projects are confined to roads which are not part of the federal-aid system, (secondary roads excepted) and are not the responsibility of corporate units or private individuals but are dedicated to public use. These projects cover wide ranging road needs. They include State recreation routes, connections between outlying villages and airports, villages and canneries, villages and port facilities, short routes needed to better integrate subdivision roads and State highways, and improvements to existing local roads.

#### Statutory Authority:

AS 19.30.111 - 19.30.251 as follows:

### Article 3. Local Service Roads and Trails.

Sec. 19.30.111. Purpose. It is the purpose of AS 19.30.111 - 19.30.251 to provide for the acquisition and construction of local service roads and trails which are not included in the approved federal-aid primary highway systems eligible for federal-state matching funds. (§ 2 ch 84 SLA 1971; am § 1 ch 38 SLA 1981)

Sec. 19.30.121. Regulations. The commissioner may make regulations necessary to carry out AS 19.30.111 - 19.30.241. (§ 2 ch 84 SLA 1971)

Sec. 19.30.127. Allocation districts. The state is divided into five allocation districts as follows:

(1) The boundary of allocation district one begins in Kamishak Bay at 59° 15' N, 154° 00'W; and travels north along longitude line 154°00'W to latitude 63°00'N; thence east along latitude line 63°00'N to a point common with the boundaries of allocations districts two and five; southerly of the Denali Highway at Corkscrew Creek (Milepost 59.1); thence southerly to Prince William Sound at Fairmount Point 60°53'45"N, 147°2 7'W and inclusive of Kodiak, Afognak, Barren, Trinity and Chirjkof Islands.

(2) The boundary of allocation district two begins at and includes the point at which the Alaska Highway intersects the Alaska-Yukon border; travels northwesterly to the west abutment of the Little Tok River Bridge on Tok Cutoff Highway (Milepost 91.2); thence west to the northerly abutment of the McCallum Creek Bridge on the Richardson Highway (Milestone 202.4); thence west to a point directly north of the Denali Highway at Corkscrew Creek (Milepost 59.1); thence southwesterly to the Glenn Highway at Summit (Milepost 118) and continuing along that line to latitude (63°00'N; thence west along latitude 63°00'N; to longitude 154°00'W; thence north along longitude 154°00'W to the Arctic Ocean.

(3) The boundary of allocation district three begins in the Gulf of Alaska on longitude line 141°00'W; thence north along longitude 141°00'W to Boundary Point 187; thence southeasterly along the Canadian-United States border bounding Southeastern Alaska in its entirety.

(4) The boundary of allocation district four begins in the Arctic Ocean at Smith Bay 70°54'N, 154°19'W; on longitude line 154°00'W; travels south along longitude 154°00'W to latitude 59°15'N to longitude 152°15'W; thence southwesterly through Shelikof Strait and bounds of the entire Aleutian Chain.

(5) The boundary of allocation district five begins at the Gulf of Alaska on longitude line 141°00'W and travels northerly along that line to the point (not including the point) at which Alaska Highway intersects the Alaska-Yukon border; thence northwesterly to the west abutment of the Little Tok River Bridge on the Tok Cutoff Highway (Milepost 91.2); thence west to the northerly abutment of McCallum Creek Bridge on the Richardson Highway (Milepost 202.4); thence west to the point directly north of Denali Highway at Corkscrew Creek (Milepost 59.1); thence southerly to the Glenn Highway at Summit (Milepost 118); thence southerly to Prince William Sound at Fairmount Point 60°53'45'N, 147°27'W. (§ 2 ch 84 SLA 1971)

Sec. 19.30.131. Allocation of funds. (a) During each fiscal year the commissioner shall allocate sums appropriated or otherwise designated for expenditure upon local service roads for that fiscal year among the five

allocation districts in the following manner: one-half in the ratio which the area of each allocation district bears to the total area of the state and one-half in the ratio which the population of each allocation district bears to the total population of the state as shown by the latest available federal census.

(b) The commissioner shall also further allocate the sums in each allocation district to the boroughs within each allocation district in the following manner; one-half in the ratio which the area of each organized borough (excluding salt water areas) within that district bears to the total area of the allocation district and one-half in the ratio which the population of each organized borough area within that district bears to the total population of the allocation district as shown by the latest available federal census.

(c) The commissioner shall also further allocate portions of the sum allocated to any borough, either organized or unorganized, and to any home rule or first class city within the borough in the following manner;

(1) one-half in the ratio which the area of each home rule or first class city bears to the total area of the borough excluding salt water areas; and

(2) one-half in the ratio which the population of each home rule or first class city bears to the total population of the borough as shown by the latest available federal census.

(d) The sums not allocated within each district to a local government under (b) and (c) of this section shall be allocated to the unorganized borough and administered by the department. (§ 2 ch 84 SLA 1971; am § 2 ch 38 SLA 1981)

Sec. 19.30.141. Acquisition and construction programs. Before October 1 of each fiscal year each local government eligible for allocation of funds under AS 19.30.131 shall submit to the commissioner for approval a five-year plan for the acquisition and construction of local service roads and trails. Before December 1 of each fiscal year the commissioner shall submit to the governor a five-year plan for the acquisition and construction of local service roads and trails, including the approved local government programs. An organized borough shall include in its five-year plan local service road acquisition and construction programs for all cities other than home rule and first class cities within the boundaries of the borough. The commissioner shall include in his five-year plan local service road and trail acquisition and construction within the unorganized borough. (§ 2 ch 84 SLA 1971; am § 3 ch 38 SLA 1981)

Sec. 19.30.151. Local government participation. (a) Upon application by a local government, local service roads and trails constructed under the provisions of AS 19.30.111 - 19.30.241 and located within the jurisdictional boundaries of a local government, as defined in AS 19.30.241(3), may be transferred to that local government upon approval by the department and after a vote of the people in the area.

(b) The commissioner shall, upon request of a local government, transfer funds allocated under AS 19.30.131 to any local government which has assumed local road powers for project cost amounts and contract award amounts submitted to the commissioner.

(c) Nothing in AS 19.30.111 - 19.30.241 prohibits a local government from participating financially in the acquisition and construction of a local service road and trail. (§ 2 ch 84 SLA 1971; am Executive Order No. 39, § 11 (1971); am §§ 2, 3 ch 158 SLA 1980; am § 4 ch 38 SLA 1981)

Sec. 19.30.161. Design standards, rights-of-way and widths. Design standards, rights-of-way and widths for each local service road and trail program shall have the prior approval of the commissioner, unless the project is under the supervision of a local government that has assumed local road powers. If the project is under the supervision of a local government that has assumed road powers, design standards, rights-of-way and widths shall be established by the local government. (§ 2 ch 84 SLA 1971; am § 4 ch 158 SLA 1980)

Sec. 19.30.171. Acquisition and conveyance of rights-of-way. (a) The local government shall acquire all rights-of-way required for local service road and trail construction. However, if the local government is unable to acquire the necessary right-of-way, the commissioner is authorized to acquire it in accordance with AS 19.05.080 - 19.05.120. The commissioner may convey to the local government, by appropriate instrument executed in the name of the state, any land or interest in land which has been acquired by the state for the construction of local service roads or trails.

(b) The costs incurred by the commissioner in acquiring this land or interest in land includes all costs and any fees incidental to acquisition. All costs incurred in connection with the acquisition of the land or interest in land for local governments that have assumed local road powers shall be charged to the project allocation for which the land or interest in land is acquired. Right-of-way acquisition costs incurred by the commissioner for local governments without local road powers under AS 19.30.151(a) shall be charged to the project allocation for the local government for which the land or interest in land is acquired.

(c) When rights-of-way for local service roads are acquired over land or interest in land owned by the state, the commissioner may make such arrangements with the department having jurisdiction over the land as may be necessary to give the local government adequate rights-of-way, and any such department is directed to transfer the jurisdiction of the land to the commissioner. (§ 2 ch 84 SLA 1971; am § 17 ch 71 SLA 1972; am § 5 ch 158 SLA 1980; am § 5 ch 38 SLA 1981)

Sec. 19.30.181. Project agreements. A local government which has assumed local road powers may enter into a formal project agreement with the commissioner for the acquisition and construction of a specific project. (§ 2 ch 84 SLA 1971; am § 6 ch 158 SLA 1980; am § 6 38 SLA 1981)

Sec. 19.30.191. Letting of contracts. (a) Repealed by § 15 ch 158 SLA 1980.

(b) Contracts entered into by a local government that has assumed local road powers for the construction of each project shall be awarded only on the basis of the lowest responsible bid submitted by a bidder meeting established criteria of responsibility.

(c) All contracts by a local government that has not assumed local road powers must have the prior concurrence of the commissioner. The commissioner may delegate the power to approve contracts to a local government that has assumed local road powers for the acquisition and construction of local service roads and trails.

(d) Except as provided in (b) and (c) of this section and in AS 44.33.300, construction of each project shall be administered by the department in accordance with guidelines established by the commissioner by regulation. (§ 2 ch 84 SLA 1971; am § 4 ch 277 SLA 1976; am §§ 7 - 9, 15 ch 158 SLA 1980; §§ 7, 8 ch 38 SLA 1981)