

ALASKA LEGISLATURE COMMITTEE FILES 1985-1986 86/2

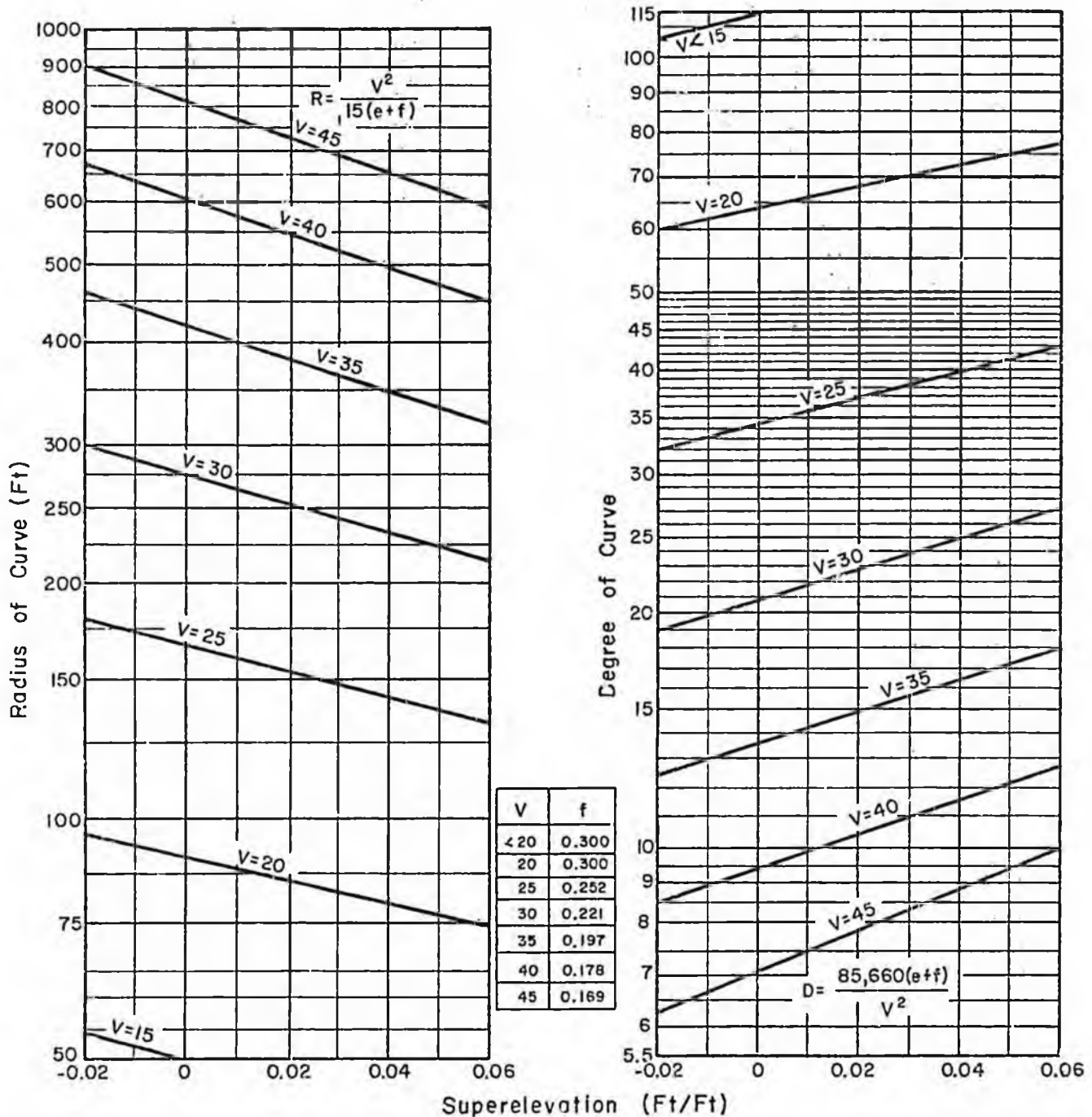
3774 HTRA HB 111

650

July, 1984

Figure 11-05(1)

SAFE SPEEDS ON LOW SPEED STREETS AND
TURNING ROADWAYS (I)



- (1) Motorists negotiating low speed streets and turning roadways expect to encounter higher side-thrust (f) values, hence, the higher f values used in the standard formulae. These values may be used in critical locations for urban collector and local streets with design speeds less than 40 mph. See Figure 11-03(1) for standard superelevation rates and Figure 11-03(2)&(3) for superelevation transition criteria.

FIGURE 1

ALASKA DOT & PF HIGHWAY PRECONSTRUCTION MANUAL

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11-11 TRAFFIC BARRIERS

11-11.01 Introduction

There are generally two types of protective traffic barriers in common use on public roadways--longitudinal barriers and crash cushions. The former, which are more prevalent by far, serve primarily to redirect errant vehicles, while crash cushions decelerate vehicles which would otherwise collide with rigid obstacles. Longitudinal barriers consist of roadside barriers (guardrails), median barriers, and bridge rails.

Because no rigid policy can be established which addresses every conceivable set of real-world conditions, these guidelines must be tempered with engineering judgement. Generally, if there is doubt as to the desirability of a traffic barrier, then it should be omitted because it is in itself a collision hazard and may present a larger collision cross-section. In every case, it is more desirable to eliminate or ameliorate the existing hazard by removing it, relocating it, or making it an acceptable risk (making objects "breakaway" or flattening slopes). However, when this is not feasible, barriers must be considered.

Warrants based on cost-effectiveness estimates for lower-volume roads are included in these guidelines. The cost-effectiveness adjustments are based on probable encroachment rates and the procedures of the AASHTO Guide for Selecting, Locating, and Designing Traffic Barriers with 1981 supplement ("Barrier Guide"). However, care should be taken to consider the cost-effectiveness of alternative treatment taking into account main-

tenance costs in an era of declining resources. For example, while the initial cost of slope flattening may be high compared to the installation of guardrail, the long-term costs of maintaining guardrail and the safety benefits to motorists may make the hazard amelioration alternative more attractive, especially in new construction.

11-11.02 Guardrails

11-11.02.01 General

Warranting conditions are generally of two types--fill embankments and obstacle hazards. Fill embankments warrant guardrail when the combination of height and slope is statistically more hazardous to an errant motorist than collision with the guardrail. Obstacles such as rigid objects and non-traversable hazards warrant guardrail if it is not feasible to ameliorate or remove them and they fall within an area of proximity called the Clear Zone. (Horizontal Clearance - See 11-04.02).

11-11.02.02 Guardrail Warrants for Embankments

The primary highway factors contributing to embankment accident severity are the height and slope of the embankment. The embankment height comprises the height of a fill, a natural hillside, or a combination of both. An "embankment" can also be a cut if the subject road exists at the top of that cut.

Figure 1 illustrates traffic barrier warrants for embankments relative to accident severity. The over 3000 ADT curve shown on Figure 1 represents the combinations of embankment height and slope which result in accident severities equal

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to the average severity of striking a properly installed traffic barrier. This line represents an average or "best fit" equation based on accident data under a wide variety of conditions. It indicates that condition where, on the average, accident severity to vehicle occupants will be less if a traffic barrier is used on embankments which plot above the curve (for example, 25-foot height on 2:1 slope). On the other hand, accident severity will probably be less without a traffic barrier for embankments which plot below the curve (for example, 20-foot height on 4:1 slope).

Other conditions such as fixed objects or non-traversable hazards may warrant guardrail. These are addressed in the following sections. In addition, even though a particular embankment plots below the lines in Figure 1, indicating that running off the embankment would be less severe than colliding with the traffic barrier, the barrier may be advisable where playgrounds, schools, high-volume roads, or other high collision potential conditions exist adjacent to the toe of the fill. Where barriers are placed for protection of non-roadway facilities, the barrier should be placed adjacent to the non-roadway facility or as far from the roadway as possible, provided that appropriate allowance is maintained for deflection of the chosen barrier, and the approach terrain does not cause the vehicle to vault the barrier.

Where feasible, the flattening of warranting slopes is preferable to guardrail installation.

The warrant criteria shown for over 3000 ADT in Figure 1 are intended primarily for higher traffic volume and higher design speed

roadways. In general, it is not cost-effective to require guardrail on the lower traffic volume roads at every location where the embankment is of greater severity than the guardrail. The remaining curves in Figure 1 were derived from the procedure described in the cost-effectiveness chapter of the AASHTO "Barrier Guide" and may be used to evaluate guardrail need on a cost-effectiveness basis.

The warranting criteria given for ADT's below 3000 vpd are based on probable collision frequencies. Since adverse road conditions of particular sites may affect these frequencies, a higher level of protection than that suggested in the Figure would sometimes be justified. Such adverse road conditions may include horizontal and/or vertical alignment, route discontinuity, narrow lanes, narrow shoulders, long grades, lane drops, or other factors which result in high accident statistics.

In using the curves in Figure 1, the engineer should use the ADT curve that fits the traffic volume anticipated for the roadway five (5) years after construction. If the traffic volume for five years after construction is not provided directly it may be estimated by using the following.

$$ADT_5 = ADT_c (f_5)$$

Where:

$$f_5 = (1+i)^5$$

ADT_5 = ADT five years after construction

ADT_c = Construction year ADT

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i = growth rate

Where guardrail is required for warranting embankments, it should be extended the full length of need plus a length of advancement to prevent vehicle penetration behind the guardrail into the protected area. This is addressed in more detail later.

11-11.02.03 Guardrail Warrants for Roadside Obstacles

Roadside obstacles may be classified as non-traversable hazards or fixed objects. Obstacles located within the Clear Zone (see 11-04.02) should be removed, relocated, or made breakaway. If this is not feasible, then guardrail should be considered, provided that the guardrail offers the least hazard potential.

Non-traversable Hazards.

Examples of non-traversable hazards which may warrant guardrail are:

- (a) rough rock cuts; (knobs projecting 6" or more from rock face)
- (b) large boulders;
- (c) permanent bodies of water over 2 feet in depth; (Depth of water at mean high tide or mean high water level where applicable)
- (d) trees over 4" in diameter;
- (e) drop-offs with slope steeper than 1:1 and depth greater than 2 feet.

Because of the extended length of the hazard along the roadway, the probability of errant vehicles striking the non-traversable hazard is greater than that of a vehicle hitting a fixed object. Barrier need

for rough rock cuts and large boulders is a matter of judgement.

Fixed Objects.

Examples of fixed objects which may warrant guardrail are:

- (a) bridge piers and abutments;
- (b) retaining walls and culverts;
- (c) fixed sign bridge supports;
- (d) wood poles or posts with area greater than 50 in².

For Clear Zone Widths see 11-04.02.

11-11.02.04 Length of Need

Length of need is equal to the length of guardrail needed for the hazard plus a length in advance to prevent vehicle penetration behind the rail into the hazard (the hazard may be a "point" hazard such as a tree, or a hazardous area such as a roadway section with severe side slope).

Where slopes back of the graded shoulder are flat enough (see the following section), the guardrail should be located as far away from the graded shoulder as possible to minimize this length of advancement, but with adequate clearance for guardrail deflection. In the more common instances, where slopes are steeper, the guardrail will run along the shoulder. The formula shown in Figure 2 may be used or a sketch of the location may be drawn to scale and the length of advancement measured. Note that where the Breakaway Cable Terminal, for example, is used, the length of advancement does not include breakaway posts. The procedure for use of Figure 2 is as follows:

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- (a) Using the design speed and traffic volume, determine the desirable Runout Length (L) from the formula $L = 8(V-10)(f)$. For example, with a volume of 1800 vehicles per day and operating speed of 55 mph, the Runout Length would be: $L = 8(V-10)(f) = 8 \times 45 \times 0.82 = 295$ feet.
- (b) Determine the distance (D) from the edge of traveled way to the hazard. For a fixed object, this would be to the back of the object or the edge of the Clear Zone, whichever is less.
- (c) Determine the distance (d) to the guardrail from the edge of traveled way.
- (d) Use these values in the formula for X to find the Length of Need.

In the above example with the necessary Runout Length of 295 feet, and with an obstacle 13 feet (D) and guardrail 8 feet (d) from the edge of the traffic lane, the length of guardrail needed "upstream" from the hazard is:

$$X = (295) \frac{13-8}{13} = (295) \frac{5}{13} = 113 \text{ feet}$$

To this must be added the distance required for end treatment (i.e. Breakaway Cable Terminal) and the total calculated length would be rounded to the nearest standard post spacing.

11-11.02.05 Guardrail Position Requirements

(1) Guardrail Beyond Shoulder Edge

It is desirable to locate guardrail as far away from the shoulder as practical at fixed objects to minimize the length of need. Adequate deflection space must be allowed between the guardrail and the object (for standard W-section a minimum of 5 feet is usually required). For such installations where the guardrail is located within 12 feet of the shoulder edge or hinge point, negative slopes in front of the guardrail should be 10:1 or flatter and the algebraic difference between the shoulder slope and the slope in front of the guardrail should not be greater than 10:1 in order to insure the proper impact height.

(2) Guardrail Back of Curb

Curbs in front of guardrail should be avoided where possible. Where no alternative is available, the guardrail should be located as far away from the curb as is feasible to alleviate vaulting. Where the guardrail must be closer (8 feet or less) to the curb, allowance should be made for the "ramping" or "vaulting" trajectory of the vehicle by using, for example, a Thrie-Beam rail which has a greater overall height.

(3) Bridge Approaches

Guardrail at bridge approaches shall have appropriate transitions to alleviate pocketing for impacts just in front of the abutment or bridge rail end.

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(4) Gaps Between Warranting Features

Gaps in guardrail less than 200' should be avoided where possible to minimize guardrail endings which are hazardous in themselves.

11-11.02.06 Other Guardrail Considerations

The W-section guardrail must develop beam strength through tension. Unless it is sufficiently anchored, approximately 150 feet of standard installation are required "upstream" of the impact in order to develop its containment and redirection potential.

One of the problems with guardrails is that they must end somewhere. The Breakaway Cable Terminal, when properly installed and maintained, is a common end treatment. In some cases it may be desirable to bury the rail end in the backslope, but ditch sections may allow "submarining" and this alternative sometimes interferes with maintenance and drainage. Terminating the rail in an earth berm has been successful, but the berm slope must be 20:1 or less to alleviate "launching."

Stiffened transitions with decreased post spacing or doubled rails should precede more rigid sections such as a bridge rail by a length about twelve times the expected impact deflection distance for the guardrail used.

If a straight flare away from a rigid structure such as a bridge abutment or rail is used, the flare rate should be limited to about 15:1 to alleviate high-angle redirections.

Traffic barrier evaluation and comparison with the warrants should be summarized in a design report.

Any deviations from warrant procedures should be thoroughly documented at the time of submission for the plans-in-hand review. If traffic barriers are added or deleted during the plans-in-hand review, the reason will be documented in the plans-in-hand report. In general, if there is a legitimate question as to whether to place barriers or not, they should not be used.

11-11.03 Median Barriers

The principles of guardrail usage are equally applicable to median barriers. However, median barriers additionally prevent errant vehicles from crossing the median area of divided highways and entering the opposing traveled ways. Therefore, they must be capable of containing and redirecting from two directions and on both sides.

The choice of barrier may be limited by available median width. If a narrow median exists, a rigid barrier which does not deflect into the opposing travel lanes is necessary.

If space limitations present a borderline choice between a rigid (concrete "safety shape," for example) and semi-rigid (back-to-back blocked-out W-sections, for example) barrier, then economic and other considerations for the particular site should be taken into account. While the concrete "safety shape" ("Jersey," or "F-shape") barrier may have a slightly higher initial cost, yearly maintenance costs of the W-section barrier may be substantially more than that of the concrete median barrier.

A true median barrier usually requires a different end treatment than a single guardrail unless the

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median widens sufficiently to terminate outside the Clear Zones of the two roadways, in which case only structural (anchorage) considerations are mandatory.

Operational median barrier end treatments consist of those in Chapter IV of the "Barrier Guide," the Median Breakaway Cable Terminal in the Standard Plans, and Crash Cushions which are discussed in a subsequent section.

Again, gaps should be eliminated where possible. Coordination with emergency services and enforcement agencies in the design stage may allow elimination of unnecessary emergency crossovers.

11-11.04 Bridge Rails

Bridge rails are longitudinal barriers that prevent vehicles from going off the side of the structure. Bridge rail selection is part of the bridge design function which is established and centralized in the Standards and Technical Services Division and which conforms to American Association of State Highway and Transportation Officials (AASHTO) guidelines.

Therefore, elaboration is not necessary here except to remind that bridge approach guardrail and bridge rail should be integrated in the design phase to assure proper transition, connection and geometry.

11-11.05 Crash Cushions (Vehicle Impact Attenuators)

Crash cushions are sometimes used to absorb vehicle energy at a rate that is tolerable to the average, properly-restrained vehicle occupant. In many cases, such as at

elevated gores and bridge piers in medians at underpasses, they should also provide for redirection in side-angle impacts to alleviate pocketing near the fixed object.

Crash cushions are usually corrective measures, but may be included in the design phase if there is no feasible alternative, or if the crash cushion is the more cost-effective treatment. For example, at a rural, immovable "point" obstacle where the likelihood of impact is relatively small but the consequences of such impact great, it may be better to install a crash cushion to keep the collision cross-section small as opposed to a length of guardrail with its inevitable ending.

Continuing maintenance considerations for crash cushions are extremely important. Almost all crash cushions depend for proper performance on meticulous attention to functional details during installation, routine maintenance, and post-crash replacement or rehabilitation. For instance, in the Guardrail Energy Absorbing Terminal ("G-R-E-A-T"), the vertical support shoe area must be kept clean to prevent debris from "tripping" or launching the supports which slide rearward during frontal impact.

Snow and ice may render a crash cushion functionally inoperable, and timely restoration of damaged cushions is mandatory. For these and other reasons, the use of crash cushions in the design of new facilities or major reconstruction of existing facilities is not encouraged.

EMBANKMENT WARRANTS FOR TRAFFIC BARRIERS

(Use the ADT projected to 5 years after construction)

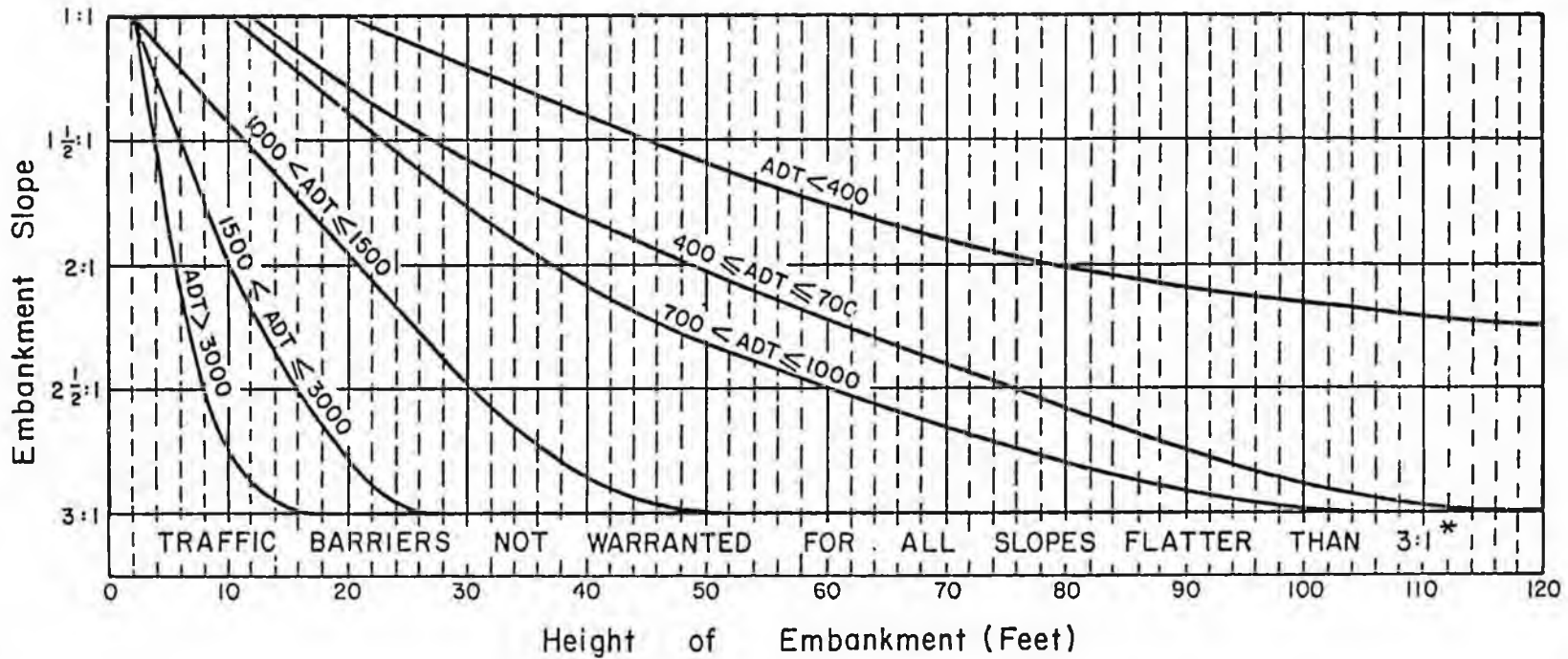


FIGURE 1

NOTE: If the point representing a given design condition of embankment height and slope ratio falls above or to the right of the appropriate ADT curve, traffic barriers are warranted based upon embankment criteria.

* Barrier not warranted based on embankment conditions. May be warranted for fixed objects, water at foot of embankment, or other criteria.

Examples:

Slope = 2:1; ADT = 1800; Height of Embankment = 15'. Barrier warranted.
 Slope = 2 1/2:1; ADT = 1200; Height of Embankment = 25'. Barrier not warranted.
 Slope = 3:1; ADT = 5000; Height of Embankment = 35'. Barrier not warranted.
 (If there is doubt about need, do not use barrier)

EMBANKMENT WARRANTS FOR TRAFFIC BARRIERS

(Use the ADT projected to 5 years after construction)

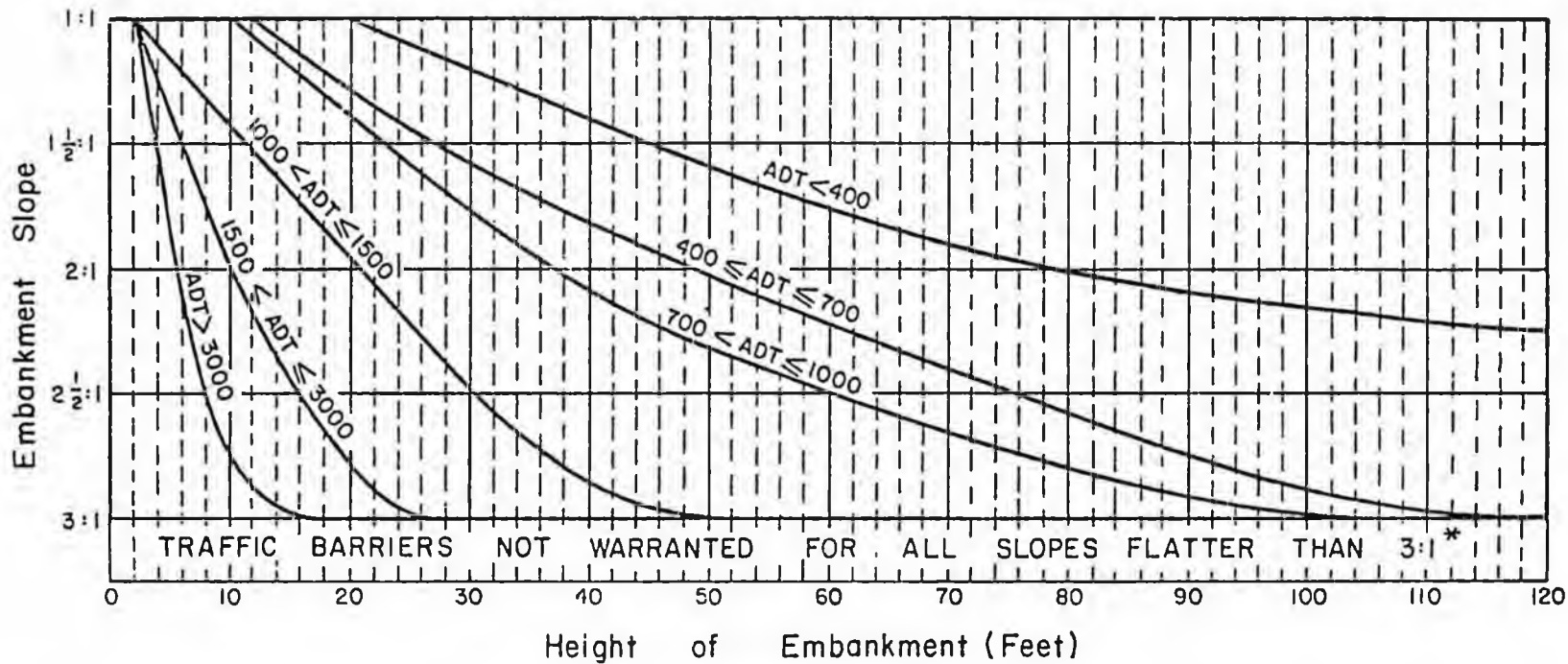


FIGURE 1

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Examples:

- Slope = 2:1; ADT = 1200; Height of Embankment = 15'. Barrier warranted.
 - Slope = 2½:1; ADT = 1200; Height of Embankment = 25'. Barrier not warranted.
 - Slope = 3:1; ADT = 5000; Height of Embankment = 35'. Barrier not warranted.
- (If there is doubt about need, do not use barrier)

STATE OF ALASKA 1986 LEGISLATIVE SESSION FISCAL NOTE

Revision Date : _____

REQUEST

Bill/Resolution No.: CS HB 111 (Trans) am
 Title: An act relating to local service roads and trails
 Sponsor: Governor/Rules Committee
 Requestor: _____
 Date of Request: _____

FISCAL DETAIL

Agency Affected: DOT&PF
 BRU: Capital Program
 Components: Design and Construction

EXPENDITURES/REVENUES : (Thousands of Dollars)

OPERATING	FY 86	FY 87	FY 88	FY 89	FY 90	FY 91
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-
CAPITAL	-0-	-0-	-0-	-0-	-0-	-0-
REVENUE	-0-	-0-	-0-	-0-	-0-	-0-

FUNDING : (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL						

POSITIONS :

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : Attach a separate page if necessary

Attached

Prepared by: Charles D. Karella *CDK* Phone: 465-2171
 Division: Plans, Programs and Budget Date: 1-7-86
 Approved by Commissioner: R. J. Knapp *RJK* Date: _____
 Agency: Transportation and Public Facilities

Distribution (by Agency preparing fiscal note):

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

R&K

CONTINUATION of FISCAL NOTE ANALYSIS

For Bill/Resolution No. CS HB 111 (Trans) am

ANALYSIS

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 four areas:

- 1) AS 19.30.131(c) and AS 19.30.141 removes the 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.
- 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.
- 3) 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.
- 4) 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.

January 18, 1984

DRAFT

Under the authority of art. III, Section 18, of the Alaska Constitution, I am transmitting a bill relating to the local 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, Section 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 Section 1 of the bill.

Section 3 amends AS 19.30.131(e) 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 in Section 3.

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

January 18, 1984

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.

2/2/84

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(3). This change is necessary to enable any political subdivision of the State to construct and maintain a project under the provisions of this act.

Sincerely,

Bill Sheffield
Governor

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.

MEMORANDUM

State of Alaska Department of Transportation & Public Facilities

TO: Loren Rasmussen
Chief, D C & M Standards

DATE: March 5, 1984

FILE NO: 2519

TELEPHONE NO: 789-6237

FROM: Charles Karella
State LSR&T Engineer
Standards and Technical Services



SUBJECT: Chapter 94 SLA 1983
LSR&T Funding Status

	<u>Collocation</u>	<u>Amount</u>	<u>Authorized for Projects</u>	<u>2/29/84 Balance</u>
Region I Central				
Allocation District 1	24-81-1-560	\$2,287,418	170,000	2,117,418
Allocation District 4 (South)	24-81-1-561	1,145,543	860,000	285,543
Allocation District 5 (South)	24-81-1-562	60,914	-0-	60,914
	Region Total	\$3,493,875	1,030,000	2,463,875
Region II Northern				
Allocation District 2	24-81-2-632	\$1,652,336	414,246	1,238,090
Allocation District 4 (North)	24-81-2-633	887,593	275,000	612,593
Allocation District 5 (North)	24-81-2-634	256,032	56,520	199,512
	Region Total	\$2,795,961	745,766	2,050,195
Region III Southeastern				
	24-81-3-430	\$ 710,164	427,163	283,001
	Region Total	\$ 710,164	427,163	283,001
	Statewide Total	\$7,000,000	2,202,929	4,797,071

Attachment

CK/lta

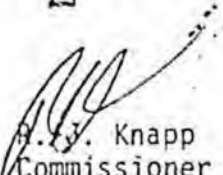


Dept. of Transportation & Public Facilities

Position Paper

BILL NO: H.B. 169

APPROVED:


R. J. Knapp
Commissioner

TITLE: "An act relating to Local Service Roads & Trails" DATE: 04/04/84

This proposed legislation apparently is to fund those projects that are requested but beyond the funding level of the current LSR&T program as contained in the DOT&PF CIP. The 10 million dollars proposed for the program in this bill could undoubtedly be well spent on LSR&T projects. The funding needs for viable projects far exceed this amount of funds. However, a more desirable annual level of funding of the LSR&T program is approximately seven million dollars. This level of funding and the firm expectation of constant funding in future years is necessary to maintain adequate planning for local governments and communities within the unorganized borough to meet their transportation needs.

Last year, the LSR&T Program was reestablished by the legislature as an ongoing program to be funded at a level commensurate to past practices.

Due to the fact LSR&T funding was reduced in the CIP, some additional funding from other sources is warranted to maintain a functional program.

The Department acknowledges that funds exceeding a budget level of \$7 million per year could be utilized for projects without a significant increase of additional overhead costs. However, if not held in check, the LSR&T Program could easily expand beyond the function for which it was established. This program was created primarily to administer projects that were considered difficult if administered through the complex Highway Department structure.

The Department recommends that in the future, a desirable funding level of \$7 million be utilized for the LSR&T Program, with the sole funding source being the Departments CIP.

For additional information contact:
Charles D. Karella, State LSR&T Engineer
Phone No. (907) 789-6237

Revision Date: April 4, 1984

REQUEST

Bill/Resolution No.: HB 169
 Title: Local Service Roads & Trails

FISCAL DETAIL

Agency Affected: DOTSPF
 Program Category Affected:

Sponsor: Herrmann, Koponen, etc.
 Requestor:
 Date of Request:

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						
300 CONTRACTUAL						
400 SUPPLIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS						
800 MISCELLANEOUS						
TOTAL OPERATING				54.4	58.8	63.5
CAPITAL		0.0	0.0			
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND		0.0	0.0	54.4	58.8	63.5
FEDERAL FUNDS						
OTHER						
TOTAL						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

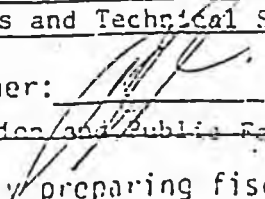
SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

Not identified by the sponsor.

ANALYSIS: Attach a separate page for analysis

Prepared By: Charles Karella
 Division: Standards and Technical Services

Phone: 790-6237
 Date: 4/4/84

Approved by Commissioner: 
 Agency: Transportation and Public Facilities

Date: 4-4-84

Distribution (by Agency preparing fiscal note):

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

HB 169 (cont'd)

IV. ANALYSIS

DOT&PF Direct Project Costs

Insignificant increase in overhead costs is anticipated. No new positions required.

On Going Maintenance Costs

In addition to several miles of boardwalk, foot trails, and bike trails that will be constructed by the end of fiscal year 86, approximately thirty five miles of new roads will be built. The state will be required to maintain at least five miles of the thirty five miles of road at an annual cost of \$8,000 per mile in FY 83 costs. Future years are inflated by 8%. The remaining thirty miles of new roads will be maintained by local communities and funded through state Revenue Sharing. Boardwalks and trails are maintained by the local communities without state assistance.

COMMITTEE REPORTS (House)

CSSB 438 (L&C), (cont'd)

the board to fill out the term to which the member was appointed, regardless of new sections added by this bill. Provides Act takes effect immediately.

Sections of the Senate-passed version are taken out by House L&C, and they include 1) an amendment to current law that would have allowed for one public member on the board; 2) a registrant requesting renewal of a certificate to give evidence of the registrant's continued competence as a professional architect, engineer, or land surveyor; and 3) section allowing existing board members to serve out their term, regardless of appointment of a public member.

Appropriation
(local service
rds. & trls.)

HOUSE BILL NO. 169, (see pages 150;189, 1983 report). Reported back to the House April 6 by Finance recommending it be replaced with a Finance substitute and as follows: Bettisworth (V-Chair), Grussendorf, Zharoff, Hurlbert, Ward and Fritz recommend it do pass. Martin, Furnace and Duncar had no recommendation. A letter of intent was attached. To Rules. The letter states:

"It is the intent of the House Finance Committee that the Local Service Roads and Trails (LSR&T) program not be discontinued as recommended by the previous Commissioner of the Department of Transportation and Public Facilities, (DOT/PF).

The LSR&T program is vital to local governments and provides very important benefits to communities in the rural and urban areas of Alaska.

The House Finance Committee intends that the Department of Transportation and Public Facilities support continued operation of this vital program and request continued funding for its operations in subsequent fiscal years."

The Finance substitute appropriates \$6.5 million to the Dept. of Transportation and Public Facilities for allocations for local service roads and trails. Provides Act takes effect immediately.

History: Introduced 2/7/83 by Reps. Herrmann, Koponen, Zharoff, Cato and McBride, and appropriated \$10 million to the Dept. of Transportation and Public Facilities for the local service roads and trails program (identical to SB 7). Reported out of Transportation 2/14 with a do pass recommendation and a letter of intent:

It is the intent of the House Transportation Committee that the Local Service Roads and Trails (LSR&T) program not be discontinued as recommended by the previous Commissioner of the Department of Transportation and Public Facilities, (DOT/PF).

The LSR&T program is vital to local governments and provides very important benefits to communities in the rural and urban areas of Alaska.

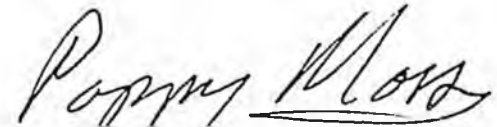
The House Transportation Committee intends the DOT/PF support continued operation of this vital program and request continued funding for its operations in subsequent fiscal years.

SENATE TRANSPORTATION COMMITTEE
LETTER OF INTENT
FOR
COMMITTEE SUBSTITUTE FOR HOUSE BILL 169 (FINANCE)

It is the intent of the Senate Transportation Committee that the Local Service Roads and Trails (LSR&T), program not be discontinued as recommended by the previous Commissioner of the Department of Transportation and Public Facilities, (DOT&PF).

The LSR&T program is vital to local governments and provides very important benefits to communities in the rural and urban areas of Alaska.

The Senate Transportation Committee intends that the Department of Transportation and Public Facilities support continued operation of this vital program and request continued funding for its operations in subsequent fiscal years.



H. Pappy Moxs, Chairman
Senate Transportation Committee

Introduced: 2/7/83
Referred: Transportation
and Finance

Funding Information
General Fund \$10,000,000
Other Funds -0-
\$10,000,000

BY HERRMANN, KOPONEN, ZHAROFF,
CATO AND MCBRIDE

1 IN THE HOUSE

2

HOUSE BILL NO. 169

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

THIRTEENTH LEGISLATURE - FIRST SESSION

5

A BILL

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

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

11 * Section 1. The sum of \$10,000,000 is appropriated from the general
12 fund to the Department of Transportation and Public Facilities for
13 allocations for local service roads and trails authorized by AS 19.30.111 -
14 19.30.251.

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

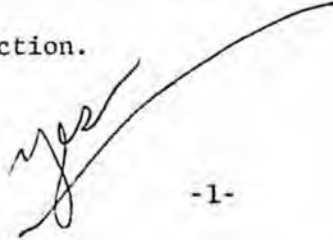
Bette:

This bill is identical to Sen. Ferguson's bill. As this is an appropriations bill, it is not possible to amend the Statute (AS 19.30.111) in it.

The transportation Committee may wish to offer a committee bill after hearing this bill to change the formula to allow a greater porportion of L.S.R. & T. funds to go to the rural areas, (non-Anchorage-Fairbanks-Juneau) The problem would be in gathering the support necessary for passage. Mike Scott in Senator Ferguson's office thought that it would be more possible to accomplish this originating in the House, specifically, the transportation committee. So.. would you like to pursue this or bring it up in committee and discuss possibilities with DOT? Personally, that would be my suggestion. This way the committee would hear the discussion and possibly support such a change in the L.S.R.&T. program.

I await further direction.

Steve



HB 169
H. TRSD

MEMORANDUM

State of Alaska
Department of Transportation & Public Facilities

TO Charles D. Karella
State LSR&T Engineer
Standards & Technical Services
Juneau

DATE March 8, 1984

FILE NO

TELEPHONE NO: 443-5266

FROM Jeffrey S. Chandler *JSC*
LSR&T Manager
Northern Region, Western District
Nome

SUBJECT LSR&T Funding Allocations,
Unorganized Borough/Western

Per your request, here is a brief description of our fiscal outlook for the LSR&T Program in the Western District unorganized borough.

Generally, under present law, the proposed funding level of \$6.0 million for the Statewide annual LSR&T program should be adequate to meet the Western District's 5 Year Plan for the unorganized borough. The major exception is the need for a one time infusion of \$500,000 which would be used as follows :

St. Michael Local Roads	300,000
Western LSR&T Equipment	200,000
Total	<u>\$500,000</u>

The St. Michael project is presently programmed for FY86, however there will be insufficient funding to plan and complete the entire project as requested unless LSR&T or the village can provide the additional funding by 1985.

The Western District LSR&T equipment fleets were substantially reduced during the period we were in phase-out status. We presently have one small fleet in reasonably good shape capable of handling typical LSR&T local hire projects, but one old bulldozer and two old trucks are in need of replacement. This would assure that the fleet will remain operationally effective for the next several years.

Upgrading the existing fleet would result in a level of reliability that would allow us to split it between two projects in seasons when we are administering supplemental grant projects in villages which have a limited assortment of equipment on site. This approach reduces mobilization costs and improves the effective utilization of locally available municipal equipment.

In the event that the present proposed funding level were further increased either Statewide or for the unorganized borough, then we would advance the schedule of projects in our 5 Year Plan accordingly.

This office has also received verbal requests for LSR&T funding involvement from the communities of Mekoryuk and St. Paul. The information received is sketchy, at best. We lack the information needed to properly determine the project scope, cost, or feasibility; only know that the monies needed are anticipated to exceed \$1,000,000 per project.

For what it's worth:

A common sense approach to the functionability of any State funded, intelligently planned program requires that the certainty of future funding availability be known, as the ordinary business of any program centers around a fixed budget. Provisions for limited program adjustments to the seasonal ebb and flow of available funds exists to a small degree in the form of project deletion or construction delay.

To promulgate a five-year LSR&T construction program based on the anticipated availability of six million dollars per year and then to cut back the amount of funds available to the extent being proposed is controversial to say the least.

If nothing else, we have a main purpose at this time of convincing the money appropriating bodies of the importance of maintaining the State's credibility.

MEMORANDUM

State of Alaska

TO Charles Karella
Design Construction &
Maintenance
Standards - Juneau

DATE March 13, 1984

FILE NO

TELEPHONE NO

FROM

Robert L. Haneline *RH*
Central Regional
LSR&T Engineer

SUBJECT

Project Funding
Requests, LSR&T
Program

This memo will iterate information on project requests presently in abeyance, awaiting a source of funding approval which was relayed to your office by telephone last week.

UNORGANIZED BOROUGH IV (South)

1. Chignik Bay - \$600,000

Construction of 4,500 l.f. of 14 foot-wide gravel roadway and a single lane, single span, 50 foot-long vehicle bridge. Provide access to proposed new HUD houses. Road to serve dual purpose as a protective dike (seawall).

2. Egegik - \$60,000

Construction of 600 l.f. of 16 foot-wide gravel roadway and approximately 3,000 l.f. of four foot-wide gravel path. Provide roadway access to existing HUD houses and replacement of existing boardwalks with a gravel pathway.

3. Eek - \$410,000

Construction of 2,700 l.f. of 14 foot-wide gravel roadway between the village proper and the airplane landing strip and 2,700 l.f. of eight foot-wide boardwalk needed to provide access between the village and the cemetery.

4. Manokotak - \$3,000,000

Construction of eleven miles of 14 foot-wide gravel roadway. The road is needed to provide City access to a proposed new garbage dump site, HUD housing site and the proposed Snake River Port Access Site. Funding needs are beyond the scope of the LSR&T program. This is a community planned development with a high community priority.

UNORGANIZED BOROUGH I

1. Whittier - \$1,000,000

Construction of 1.4 miles of 26' to 36' wide paved streets, including 5,250 l.f. of sidewalk, 10,000 l.f. of curb and gutter and miscellaneous storm drains (\$700,000). The project also is to include the paving of the boat harbor parking area (\$300,000).

MEMORANDUM

State of Alaska
Department of Transportation & Public Facilities

TO: C. D. Karella
Statewide LSR&T Engineer

DATE: March 13, 1984

FILE NO:

TELEPHONE NO: 364-4222

FROM: *OB*
Ole Bartness
LSR&T Manager
Southeast Region

SUBJECT: Funding LSR&T Projects
FY 85 and Future

In regard to your question regarding the effect on the Southeast Region LSR&T Program with funding in the amount of 3.5 million dollars statewide, I offer the following:

Historically, the Southeast Region has received approximately 10 percent of the statewide appropriation. Based on that percentage, this would amount to \$350,000 for this region. Of this amount, approximately \$150,000 would be for the unorganized borough and could fund three to six projects, depending upon how tight we pull the drawstrings.

At the present time, there is an unencumbered balance of \$100,000 remaining for the unorganized borough in Southeast, and there would have been a zero balance long ago if the home rule cities were still included in the unorganized borough.

In what remains in the unorganized borough of the Southeast Region, some immediate future project priorities have been identified as follows:

<u>Location</u>	<u>Description</u>	<u>Estimated Cost</u>
Metlakatla	Roads & Parking	140,000
Elfin Cove	Boardwalk Repair	50,000
Kupreanof	Trail & Boardwalk	30,000
Angoon	Road to Emergency Helipad	90,000
Clark Bay	Road or Boardwalk	Unknown
Port Protection	Boardwalk/Trail	Unknown
Hyder	Roads	30,000
Edna Bay	Trails/Boardwalks	30,000
Tenakee	Trails, Bridges	Unknown
Hollis	Road Renovation	Unknown

Although there are some unknowns, it would not be out of line to estimate the above projects at a total cost of \$500,000.

Communities we have never heard from before are now contacting us for assistance. This appears to be a result of the State Land Lotteries which designated road and trail easements, but no access or minimal access was provided. In any event, these communities have needs, but we could furnish very little support with a \$3.5 million LSR&T appropriation.

OB:hn

TO: John J. Simpson, Director
Standards and Technical Services
Division

DATE: March 14, 1984

FILE NO: 2519

TELEPHONE NO: 789-6237

FROM: Charles D. Karella
Statewide LSR&T Engineer *CDK*
DC & M Standards

SUBJECT: LSR&T Allocation
F.Y. 1985

The LSR&T Program was allocated \$7 million to re-establish the program. I was assured by the LBRC last spring, that this funding reflected on on-going program and that future funding would not be a problem.

During the House Transportation Committee hearing on SB 332, March 7, 1984, I suggested that it was not necessary to seek other sources of funding beyond the CIP, such as, SB 332. It would be simpler to manage the program at a solid level of funding. I told the Committee that the Governor's office assured me that they would not cut the LSR&T Program from the CIP budget and the Department would continue to have an adequately funded program in the future.

Since we are involved with all local governments and the legislature, I believe in all fairness, that the \$6 million annual funding level is bare bones and to drop below that will only jeopardize the integrity of the program but increase the cost of management per project constructed.

I feel if the DOT&PF does not want to chance the loss of the little rapport it now has with the legislature, we should leave the five million intact or even increase it.

I believe we will not only lose face with the legislature but also with the local governments who have been going in circles since January 1982 because of the following:

1. We began to phase out the program.
2. Then we established the LSR&T Program as a viable continuous program at a funding level of \$7 million per year.
3. Then we reduced the funds to bare bones level of \$6 million per year.
4. Now we have reduced the funding an additional 30%.

The attached comments from the Regions reflect an additional \$6 million that could be used in unorganized boroughs alone. A like amount could easily be utilized for additional local government projects which were requested, but were beyond our funding level of \$6 million per year.

If requested during the hearing tomorrow on HB 558, I will give the Committee a copy of this memo. (With your concurrence of course).

Attachment

mdh

MEMORANDUM

State of Alaska
Department of Transportation & Public Facilities

TO: C.D. Karella
State LSR&T Engineer
Juneau

DATE: November 15, 1982

FILE NO:

TELEPHONE NO:

FROM: D.S. Ronken *DR*
LSR&T Engineer
Fairbanks

SUBJECT: LSR&T Program

In response to our telephone conversation of 11/5/82, I have informed J. Chandler at Nome to supply you with the information you requested regarding the LSR&T Program in the bush communities.

I have been in contact with the local governments and the comments received from them regarding the LSR&T Program are as follows:

Since local roads and streets are always in need of improvement the local governments would like all the funds they can possibly obtain for roadway construction.

The local governments without road powers feel that the DOT/PF has too much control over the funds. They object to some of the conditions stated in Section "C" of the project agreement.

The local governments however, do like the flexibility of the Program, i.e.:

- 1) Various types of construction that can be funded
- 2) Project funding can be changed to cover overrun, providing funds remain in their allocations
- 3) LSR&T Construction Program submitted (priority list) can be changed, if for some reason the local needs change

Some local governments in the Fairbanks area feel that the manner in which funds are allocated based on population by the latest federal census should be changed. With the population in the Fairbanks area increasing every year and the allocation based on the latest census of 1980 which has been questioned by the local government, they feel the present system leaves much to be desired.

In summary, the local governments like the program and would like to see it refunded. The funds obtained through the LSR&T Program are not sufficient to cover the road improvement needs, but all funds that can be obtained to improve the local transportation system will be accepted by the local governments providing the conditions for its acceptance do not change.

Alaska State Legislature

House of Representatives

Committee on Transportation

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



Rep. Bette Cato, Chairman

LETTER OF INTENT TO ACCOMPANY HOUSE BILL 169

It is the intent of the House Transportation Committee that the Local Service Roads and Trails (LSR&T), program not be discontinued as recommended by the previous Commissioner of the Department of Transportation and Public Facilities, (DOT/PF).

The LSR&T program is vital to local governments and provides very important benefits to communities in the rural and urban areas of Alaska.

The House Transportation Committee intends the DOT/PF support continued operation of this vital program and request continued funding for it's operations in subsequent fiscal years.

Alaska State Legislature

House of Representatives



Rep. Bette Cato, Chairman

Committee on Transportation

Pouch V
State Capitol
Juneau, Alaska 9981
(907) 465-4858

DATE: 27 MARCH

TO: AL ADAMS, CHAIRMAN *BC*
HOUSE FINANCE COMMITTEE

FROM: Bette Cato, Chairman
House Transportation Committee

RE: HB 169 - appropriations bill for Local Service Roads and Trails

Per our phone conversation this morning, the House Transportation Committee requests that House Bill 169 be moved out of the House Finance Committee with a reduced appropriation of \$6.5 million.

Please find enclosed back-up material addressing HB 169 and recent correspondence from the Department of Transportation regarding LSR&T allocations for FY 1985.

Thanks so much for your time and assistance.

Enclosure

Offered: 4/6/84
Referred: Rules

Original sponsors: Herrmann, Koponen,
Zharoff, et al

Funding Information
General Fund \$6,500,000
Other Funds -0-
\$6,500,000

1 IN THE HOUSE BY THE FINANCE COMMITTEE
2 CS FOR HOUSE BILL NO. 169 (Finance)
3 IN THE LEGISLATURE OF THE STATE OF ALASKA
4 THIRTEENTH LEGISLATURE - SECOND SESSION
5 A BILL
6 For an Act entitled: "An Act making an appropriation to the Department of
7 Transportation and Public Facilities for allocations
8 for local service roads and trails; and providing for
9 an effective date."
10 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:
11 * Section 1. The sum of \$6,500,000 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 by AS 19.30.111 -
14 19.30.251.
15 * Sec. 2. This Act takes effect immediately in accordance with AS 01.-
16 10.070(c).

TESTIMONY OF
SENATOR FRANK R. FERGUSON
ON SENATE BILL 7 BEFORE THE
SENATE TRANSPORTATION COMMITTEE

SENATE BILL 7 PROVIDES FOR A SUPPLEMENTAL APPROPRIATION TO THE DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES FOR \$10 MILLION FOR THE LOCAL SERVICE ROADS AND TRAILS (LSR&T) PROGRAM.

THE LSR & T PROGRAM IS A PROGRAM OF VITAL IMPORTANCE TO BOTH URBAN AND RURAL COMMUNITIES. THE PROGRAM OFFERS FUNDING FOR CONSTRUCTION OF LOCAL ROADS AND TRAILS THAT ARE NOT ELIGIBLE TO RECEIVE FEDERAL HIGHWAY FUNDING.

LAST YEAR, THE HAMMOND ADMINISTRATION BEGAN A PHASE-OUT OF THE LSR & T PROGRAM. THE DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES HAS STATED PUBLICLY THE REASONS FOR THE LSR & T PHASE-OUT IS DUE TO THE MUNICIPAL GRANT PROGRAM AND LINE ITEM APPROPRIATIONS. THIS EXPLANATION IS LACKING IN SUBSTANCE.

FIRST, LINE ITEM APPROPRIATIONS AND MUNICIPAL GRANTS ARE, IN

MOST CASES, THE SAME THING. WHEN MAKING A LINE ITEM APPROPRIATION TO A COMMUNITY, THE LEGISLATURE DESIGNATES IT AS A MUNICIPAL GRANT. THE MUNICIPAL GRANT PROGRAM IS NOT A PROGRAM FUNDED BY THE LEGISLATURE BUT RATHER A PROCEDURE ALLOWING THE STATE TO CONTRACT WITH LOCAL COMMUNITIES.

SECOND, APPROPRIATIONS TO LOCAL COMMUNITIES BY THE LEGISLATURE HAVE NEVER BEEN SUFFICIENT TO MEET THE EXISTING TRANSPORTATION NEEDS. THE LSR & T PROGRAM HAS ALWAYS BEEN LOOKED UPON BY THE LEGISLATURE AS A WAY TO FUND PROJECTS THE ADMINISTRATION AND LEGISLATURE WERE NOT ABLE TO CONSIDER DUE TO TIME CONSTRAINTS BUT WERE IN NEED OF CONSTRUCTION OR REPAIR IMMEDIATELY.

THE \$10 MILLION SUPPLEMENTAL WILL ALLOW THE DEPARTMENT TO ENTER INTO AGREEMENTS WITH LOCAL COMMUNITIES FOR PROJECTS THAT HAVE BEEN IDENTIFIED AS IN NEED OF FUNDING. BECAUSE OF THE PHASE-OUT, THE DEPARTMENT HAS BEEN TRYING TO CLOSE OUT PROJECTS AND NOT ENTERING INTO CONTRACTS FOR PROJECTS THEY KNOW NEED FUNDING. THE MEMORANDUM IN YOUR PACKETS FROM

SENATOR MOSS INDICATES THAT APPROXIMATELY \$2,818,000 IS AVAILABLE FOR FUNDING THROUGH THE END OF THE FISCAL YEAR. ACTUALLY, THE \$2,818,000 IS COMMITTED BUT NOT UNDER AGREEMENT.

IN THE PAST, DOT HAS RECEIVED \$10 MILLION DOLLARS TO COVER A TWO-YEAR PERIOD FOR THE LSR & T PROGRAM. SINCE THE LSR & T PROGRAM DID NOT RECEIVE FUNDING THIS FISCAL YEAR, THE \$10 MILLION WILL ALLOW THE DEPARTMENT TO ENTER INTO AGREEMENTS FOR NEW PROJECTS THIS CONSTRUCTION SEASON, AND CONTINUE OPERATIONS INTO THE NEXT FISCAL YEAR.

COMMITTEE REPORTS (House)

CSSB 438 (L&C), (cont'd)

the board to fill out the term to which the member was appointed, regardless of new sections added by this bill. Provides Act takes effect immediately.

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(local service
rds. & trls.)

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The House Transportation Committee intends the DOT/PF support continued operation of this vital program and request continued funding for its operations in subsequent fiscal years.

Introduced: 2/7/83
Referred: Transportation
and Finance

<u>Funding Information</u>	
General Fund	\$10,000,000
Other Funds	-0-
	<u>\$10,000,000</u>

BY HERRMANN, KOPONEN, ZHAROFF,
CATO AND MCBRIDE

1 IN THE HOUSE

HOUSE BILL NO. 169

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 THIRTEENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act making an appropriation to the Department of
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13 allocations for local service roads and trails authorized by AS 19.30.111 -
14 19.30.251.

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

STATE OF ALASKA
PRELIMINARY STATEMENT OF FISCAL IMPACT

Bill No: HR 169 Date on Bill: 2/7/83
 Title: Approp. to DOTPF..allocations..local service roads and trails.
 Sponsor: Herrmann, Koponen, Zharoff, Cato and McBride
 Requestor: House Transportation Committee

1. Estimated fiscal impacts on:

a. Expenditures:

(Thousands of Dollars)

			FY 83	FY 84	FY 85	FY 86		
Capital			10,000.0					
Operating								
Total			10,000.0					

b. Revenues:

Revenue								
---------	--	--	--	--	--	--	--	--

2. Source of funds to offset fiscal impact of bill:

Sponsor did not identify source.

3. Assumptions:

4. Disclaimer:

This statement has not been reviewed by the OMB in the Office of the Governor. It not represent the policy of the Sheffield Administration or the final estimate of impact.

Prepared By: Wayne Weeks Phone: 465-4060
 Division: Planning & Programming Date: 2/14/83

Approved by Commissioner: [Signature] Date: 2/19/83
 Department: Transportation and Public Facilities

5. Distribution:

- Original to Legislative Finance
- Copy to OMB
- Copy to Sponsor
- Copy to Requestor

2/8/83

COMMITTEE REPORTS (House)(cont'd)

SSHB 517 (cont'd)

inspection except as provided. Would make employment histories and educational background submitted by an applicant for an exempt or partially exempt position available for public inspection, subject to reasonable regulations on the time and manner of inspection.

Community
Health Aide
Program
(state aid)

HOUSE BILL NO. 548, (see pages 139;625). Reported back to the House March 29 by Finance recommending it be replaced with a substitute and that it do pass. Concurring: Adams (Chair) Martin, Zharoff, Duncan, Furnace, Fritz, Hurlbert and Lindauer. To Rules.

The Finance substitute deletes language "... A grant is payable in accordance with AS 37.05.316 to the extent that the provisions of that section are consistent with this chapter." Also adds "home rule borough" to definition of "regional health organization": "'regional health organization' means a nonprofit corporation or home rule borough that provides health services in a rural area that is at least 4,000 square miles."

Local Service
Roads & Trails
(amendments)

HOUSE BILL NO. 558, (see page 179). Reported back to the House March 28 by Transportation recommending it be replaced with a substitute and that it do pass. Concurring: Cato (Chair), Abood, Herrmann, Davis, M. W. Miller, Szymanski and Bettisworth. Not concurring: McBride and Flood had no recommendation. To Community & Regional Affairs.

The Transportation substitute cleans up language throughout and changes most of the bill by additions or other language changes:

--would require the allocation district boundary to 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 where a department boundary divides a local government unit (former version stated that allocation district boundary "must" be adjusted--this version states that it "shall" be adjusted by the department).

--AS 19.30.131(c) (Access Roads. Allocation of Funds) is amended to remove mention of first class cities. The section allows the Commissioner of Transportation and Public Facilities to give portions of the amount allocated to any borough, either organized or unorganized, and to any home rule or first class city within the borough in an established manner. The section added would delete reference to first class cities, and would allow the Commissioner to allocate to home rule cities within the borough.

--AS 19.30.141 (Acquisition and Construction Programs) to remove mention of first class cities (it states that 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).

--amends definition of "local government" by removing reference to home rules or first class cities. It now refers to cities of any

COMMITTEE REPORTS (House)(cont'd)

HB 558 (cont'd)

class: "(3) 'local government' means an organized borough of any class, a unified municipality organized under AS 29.68.240 - 29.68.440, [a home rule city,] or a city of any [the first] class;"

--amends the definition of "local service road" to mean ". . . a public road that is used by an average of fewer than 400 vehicles each day and that [which] is not designated as a route on the approved primary federal-aid highway system;"

The following analysis accompanied the fiscal note:

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.

Superior &
District
Court Judges
(increasing)

HOUSE BILL NO. 571, (see page 185). Reported back to the House March 30 by Judiciary recommending it be replaced with a substitute and that it do pass. Concurring: Bussell (Chair), Barnes, Liska, Hayes and Wendte. To Finance.

The Judiciary substitute would raise the number of Superior Court judges to 29 (currently 27) with 16 in the Third Judicial District (currently 14). Raises number of District Court judges in the Third Judicial District to 12 (currently there are 4).

The following analysis accompanied the fiscal note on CSHB 571 (Jud):

In his State of the Judiciary message, Chief Justice Burke pointed out a need for an additional two district court and two superior court judges. In the original version of HB 571, the Court System had asked for only one superior court judge and two district court judges, with the assumption that an additional superior court judge could be requested next year or at

COMMITTEE REPORTS (Senate)(cont'd)

SCS CSHB 511 (Fin) amS (cont'd)

HEALTH AND SOCIAL SERVICES
22 General Relief Medical
56 Direct Service Delivery
58 Southcentral Region
66 Southeastern Region
74 Foster Care
126 Anchorage Block Grant
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COMMERCE AND ECONOMIC DEVELOPMENT
20 Occupational Licensing - Investigations
24 Commissioner's Office
36 Alaska Public Utilities Commission
44 APA - Administration
48 APA - Plant Operation & Maintenance
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54 Enterprise
56 Minerals Development
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UNIVERSITY
2 Statewide Programs and Services
14 University of Alaska, Fairbanks
18 Organized Research
30 University of Alaska, Anchorage
38 University of Alaska, Juneau
42 Anchorage Community College
54 Cooperative Extension Service
58 Islands Community College
64 Kodiak Community College
70 Northwest Community College
76 Rural Education

LEGISLATURE
24 Council and Subcommittees

Harassment of Hunters, Fishermen & Trappers (prohibiting) CS FOR HOUSE BILL NO. 546 (RES)(AM), (see pages 138;625;868; 925;938). Reported back to the Senate May 15 by Resources recommending it do pass. Concurring: Fahrenkamp (Chair), Ziegler, P. Fischer, Sturgulewski and Mulcahy. Not concurring: Eliason has no recommendation. To Rules.

Local Svc. Rds. & Trails (amendments) CS FOR HOUSE BILL NO. 558 (RLS), (see pages 179;679;727;827; 837;875). Reported back to the Senate on May 16 by Transportation with the committee recommending it do pass. Concurring: Moss (Chmn.), Gilman and Faiks. To Finance. The committee attached the following letter of intent:

It is the belief of the committee that a significant detractor from the Local Service Roads and Trails Program is the lack of maintenance provided for the projects constructed under the program. The committee recommends the department submit operational funding each year to maintain roads or trails built under the program to minimum standards of construction. The maintenance funding request should be commensurate with the construction funding each year.

COMMITTEE REPORTS (Senate)(cont'd)

CSHB 558 (R1s) (cont'd)

In addition, it is the intent of the Senate Transportation Committee that DOT/PF reexamine the formula specified in 19.30.131 with respect to the new boundaries established by this Act.

Superior &
District
Courts
(judges/venue)

CS FOR HOUSE BILL NO. 571 (FINANCE), (see pages 185;680;926;938). Reported back to the Senate on May 17 by Judiciary with the committee recommending it be replaced with a Senate Judiciary CS and that it do pass. Concurring: Ray (Chmn.), Ziegler, Josephson, Eliason and Pettyjohn. To Finance.

The Senate Judiciary CS returns number of district court judges in Judicial Districts 1 and 2 to the current number (3 in the First Judicial District and 1 in the Second). The House version eliminated all judges from the Second Judicial District and decreased the number in the First District from three to two.

Perm. Fund
Dividends
(convicted
felons)

CS FOR HOUSE BILL NO. 575 (FINANCE)(TITLE AMENDED), (see pages 254;483;501;533). Reported back to the Senate on May 19 by Judiciary with the committee recommending it be replaced with a Senate Judiciary CS (new title) and as follows: Ray (Chmn.) and Pettyjohn signed "do pass"; Ziegler and Eliason signed "no recommendation." To Finance.

The following sectional analysis of the Senate Judiciary CS was prepared by Senate Judiciary:

SECTION 1

Amends the restitution section of Title 12 (Criminal Procedure) to allow an order of restitution to come from a Permanent Fund Dividend.

SECTION 2

Changes the eligibility requirements of Permanent Fund Dividend program to prevent a person from receiving a Permanent Fund Dividend as long as that person has an unsatisfied order of restitution outstanding.

SECTION 3

Makes an unsatisfied restitution order an application for the Permanent Fund Dividend Program.

SECTION 4

A person who has an unsatisfied order of restitution is counted as an eligible person for purposes of calculating the amount of Permanent Fund Dividends.

SECTION 5

This language gives the Department authority to adopt regulations for this new legislation.

SECTION 6

The exemptions granted for Permanent Fund Dividends do not apply to order of restitutions. Also if there is a child support obligation and an order of restitution outstanding—the child support obligation is given preference.

SECTION 7

This Act applies only to permanent fund dividends for years after 1983.

BILLS PASSED IN THE HOUSE

CSHB 529 (FIN)(AM), (cont'd)

each eligible veteran who purchased land on or after March 31, 1983.

The bill then passed the House, 28-2-8-1-1. Nays: Bussell, Koponen. Excused: Flood, Goll, Herrmann, Lacher, M. W. Miller, Tischer, Vaska, Ward. Absent: Malone. 1 vacancy. The effective date clause was adopted.

Local Service
Roads & Trails
(amendments)

CS FOR HOUSE BILL NO. 558 (RULES). (see pages 179;679;727; 827). On April 24 the Rules substitute was adopted (see page 827) and the bill passed the House, 38-0-0-1. Absent: Wendte. 1 vacancy. The effective date clause was adopted.

Toll Facility
Revenue
Bonds

CS FOR HOUSE BILL NO. 661 (TRSP), (see pages 372;791). Reported back to the House on April 25 by Finance with the committee recommending it be replaced with the Transportation CS and the majority signing do pass. Concurring: Adams (Chairman), Bettisworth, Martin, Furnace, Hurlbert, Ward, Fritz and Lindauer. Grussendorf, Duncan and Zharoff had no recommendation. To Rules.

April 26 the Transportation CS was adopted and the bill passed, 28-9-2-0-1. Nays: Davis, Duncan, Goll, Koponen, Malone, M. M. Miller, Vaska, Wendte, Zharoff. Excused: Adams, Herrmann. 1 vacancy. Zharoff changed from "yea" to "nay." Duncan gave notice of reconsideration but it was not taken up, and the bill was transmitted to the Senate.

Automobile
Clubs
(applicability
of Insurance
Code to)

CS FOR HOUSE BILL NO. 704 (L&C), (see pages 665;791). On April 23 the Labor & Commerce substitute was adopted (see page 791), and the bill passed the House, 36-0-2-1. Excused: Pestinger, Ward. Absent: Hurlbert. 1 vacancy. Rep. Davis gave notice of reconsideration, but it was not taken up and the bill was transmitted to the Senate.

Veterans'
Memorial
(on site of
"Nimbus")

CS FOR HOUSE CONCURRENT RESOLUTION NO. 9 (FIN)(AM S), (see pages 502;766;816). On April 23 the House concurred in Senate amendments, 32-2-2-3-1. Nays: Tischer, Vaska. Excused: Pestinger, Ward. Absent: Hurlbert, Malone, Wendte. 1 vacancy.

OTHER ACTION IN THE HOUSE

Commission
on Judicial
Conduct

HCS FOR SENATE BILL NO. 453 (JUD)(AM H), (see pages 291;413; 559;565;672;818;830). On April 23 Rep. Barnes moved that the House recede from its amendment to the bill, and recommended that the body vote no. The House failed to recede, 13-21-2-3-1. Yeas: Clocksin, Davis, Duncan, Flood, Goll, Koponen, Lacher, Larson, M. M. Miller, Szymanski, Vaska, Wendte, Zharoff. Excused: Pestinger, Ward. Absent: Grussendorf, Hurlbert, Malone. 1 vacancy.

1984 LEGISLATIVE PROPOSAL REVISED JANUARY 18, 1984

(Submitted by: Standards and Technical Services)

LOCAL SERVICE ROADS & TRAILS (LSR&T) Additional legislation required:

AS 19.30.131(c) and AS 19.30.141 are reworded to delete first class cities from direct allocations.

"Remove 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.

Prior to the 1981 change in the LSR&T Act, first class cities were treated as follows:

Organized Boroughs (Local Government Administration)

First-class cities within the boundary of an organized borough which submitted proposed projects to the borough to utilize LSR&T funds were prioritized along with requests from other communities, including second-class cities.

Prioritizing projects was at the discretion of the local government involved and usually consisted of the following criteria:

1. Need
2. Involvement of a L.I.D. (Local Improvement District)
3. Viability
4. Fundability (Transportation oriented)
5. Number of past LSR&T projects
6. Amount of LSR&T funds used on past projects.

Unorganized Boroughs (DOT&PF Administration)

First-class cities within the boundary of an unorganized borough submitted proposed projects to the Regional Manager for the LSR&T Program to be included in the Annual Program Document.

These projects were reviewed and prioritized along with requests from other communities, including second-class cities utilizing the following factors:

1. Number of past projects constructed with LSR&T funds.


January 18, 1984

2. Amount of dollars funded for LSR&T projects in the past.
3. Year of last project funded for that community.
4. Local participation in funding of project.
5. Availability of local equipment.
6. Availability of local labor.
7. Location of LSR&T equipment.
8. Availability of DOT&PF equipment fleet.
9. Possibility of DOT&PF contract to construct project.
10. Whether project is on the connected road system.
11. Availability of a contractor at the site of the project during the proposed time of construction.

MEMORANDUM

State of Alaska
Department of Transportation & Public Facilities

TO: Susan Fleishhauer
Special Assistant to the Commissioner

FROM:  John J. Simpson, Director
Standards and Technical Services

DATE: March 5, 1984
FILE NO: 2519
TELEPHONE NO: 789-6247
SUBJECT: Legislative Request
LSR&T Program

The attached response to the legislative request dated 2/7/84, received 3/2/84, reflects the Department's stand.

JJS/CDK/lta

cc: House Transportation Committee

QUESTIONS POSED IN COMMITTEE 2/7/84
FOR DOTPF

1. Need clarification from DOTPF on why the Governor reduced the funding from last year.
2. Are there any funds left over from the \$7 million appropriated SL'83, Chapter 94?
3. What are the characteristics of the expenditures for those projects, and funding amounts?

MEMORANDUM

State of Alaska
Department of Transportation & Public Facilities

TO: John J. Simpson, Director
Standards and Technical Services

DATE: March 5, 1984

FILE NO

TELEPHONE NO 789-6247

FROM: Charles D. Karella *CDK*
Standards LSR&T Engineer

SUBJECT: House Transportation
Inquiry

In response to questions posed in committee 2/7/84:

Question 1. Need clarification from DOT&PF on why the Governor reduced the funding from last year.

Response: The Governor reduced the funding at the request of DOT&PF. Since the SLA 1983 Allocation was not considered as a "one-time-shot-in-the-arm", the DOT&PF recommended the reduced amount and inclusion of annual funding for LSR&T in all future Capital Improvement Program.

Question 2. Are there any funds left over from the \$7 million appropriated SLA '83, Chapter 94?

Response: The attached funding status reflects \$4.8 million remaining to be obligated.

During the period of time the program was in phase-out status (1/2/82 to 7/25/83) no planning for future LSR&T projects was accomplished. As a result, it has taken some time to accelerate the program. A Statewide five-year program has now been prepared, and by the end of calendar year 1984, the program should be up to its former capability once again with the remaining funds used.

Question 3. What are the characteristics of the expenditures for these projects, and funding amounts?

Response: The following reflects the character and funding amounts for these projects:

Collocation Code	Project	Name	Funding
24311550	G00901	Local Govt I	70,000.00
	G17005	RR Lease Area Paving-Whittier	100,000.00
Collocation Totals:			170,000.00
24311551	G10114	DOT-Equipment	250,000.00
	G10154	Newhalen Subdivision Rds	50,000.00
	G10155	New Stuyahok City Streets	100,000.00
	G10156	Shageluk Road Reconstruction	70,000.00
	G10157	Nanokotak City Streets	100,000.00
	G10160	Old Kasigluk Boardwalks	40,000.00

<u>Collocation Code</u>	<u>Project</u>	<u>Name</u>	<u>Funding</u>
	G10161	Kongiganak Boardwalks	65,000.00
	G10162	Kwigillingok Boardwalks & Footbridges	70,000.00
	G10163	Mekoryuk Boardwalks	45,000.00
	G10164	Nunapitchuk Boardwalks	27,000.00
		Collocation Totals:	817,000.00
24812632	G22106	City of Fairbanks "D" St. Shannon Park	153,235.00
	G27020	Tofty Rd	8,184.00
	G27023	Interior-Healy-Otto Lk Area	12,000.00
	G27026	River Road - Eagle	25,000.00
	G27034	Birch Creek Street Improvement	125,000.00
	G27035	Tok Area Access Road	100,000.00
		Collocation Totals:	423,419.00
24812633	G00041	Western Div-Reconnaissance	10,000.00
	G20207	Mukluk Creek Bridge	50,000.00
	G47058	Winter Trail Staking	100,000.00
	G47059	Western LSR&T Equipment	115,000.00
		Collocation Totals:	275,000.00
24813430	G00031	Reconnaissance	10,000.00
	G31106	Riverside Drive - Juneau	155,946.00
	G31205	Katlian Lincoln J Davis Pave - Sitka	76,934.00
	G31307	Chilkat Lake Road - Haines Borough	24,022.00
	G31308	Six-Year Program - Haines Borough	10,105.00
	G32201	Petersburg-8th Gauffin & Uncon	18,991.00
	G37048	Tenakee J Street Stairway	6,000.00
	G37050	Kupreanof Trail	6,500.00
	G37051	Kake Cemetery Access Road	3,665.00
	G37055	Elfin Cove Trails	35,000.00
	G37056	South Bay Access Road - Thorne Bay	25,000.00
	G37057	Angoon Housing Access	30,000.00
		Collocation Totals:	402,163.00

COMMITTEE REPORTS (House)

Contractors'
Pavment Bond
(claims
against)

HOUSE BILL NO. 540, (see page 137). Reported back to the House April 18 by Labor & Commerce recommending it be replaced with a substitute and as follows: Ringstad and Furnace recommend it do pass; Cowdery (Chair), Uehling and Koponen had no recommendation. To Rules.

The L&C substitute rewrites the bill. The new version:

--Amends AS 36.25.010(a) (Bonds of Contractors for Public Buildings or Works) requiring a payment bond for projects that exceed \$100,000 ". . .with a corporate surety qualified to do business in the state, or at least two individual sureties who shall each justify in a sum equal to the amount of the bond for the protection of all persons who supply labor, materials, supplies, or equipment [and materials] in the prosecution of the work provided for in the contract;. . ." (underlined material added, bracketed material deleted).

--Amends AS 36.25.020(a) (Rights of Persons Furnishing Labor or Material), changing language from "labor or material" to "labor, materials, supplies, or equipment", as in amendment to section 010, above.

--Rewrites AS 36.25.020(b), relating to action on a payment bond. The person having direct contractual relationships with a subcontractor, but no contractual relationship expressed or implied with the contractor furnishing the payment bond, has a right of action on the payment bond only if written notice is provided to the contractor. The written notice that must be provided for materials, supplies, or equipment furnished shall be given not later than 30 days after the first date on which the person furnished the materials, supplies, or equipment for which the claim is made, and shall state the name of the subcontractor to whom materials, etc., were furnished, identify the public building project or public works project, and describe materials, supplies, and equipment (current law requires notice to be given within 90 days for both labor and materials).

--Adds a new subsection to AS 36.25.020 (Rights of Persons Furnishing Labor or Materials) that sets out the form that is required for notice to a contractor of a claim against the contractor's bond by the person performing labor for the subcontractor, and the form for notice of a claim against a contractor's payment bond by the person furnishing materials, supplies, or equipment to a subcontractor.

--Does not provide for an effective date (becomes law 90 days after Governor signs bill).

Local Service
Roads & Trails
(amendments)

HOUSE BILL NO. 558, (see pages 179;679;727). Reported back to the House April 18 by Rules recommending it be replaced with a substitute and that it do pass. Concurring: Fuller (Chair), Phillips, Hayes, Tischer and Liska. Not concurring: M. M. Miller has no recommendation. To Rules.

Rules adds language to definition of "local service road", excluding roads that are designated as a route on the approved

COMMITTEE REPORTS (House)

HB 558, (cont'd)

"urban or interstate" federal-aid highway system.

Legislative
Facilities/
Space

HOUSE BILL NO. 596, (see pages 266;728). Reported back to the House April 17 by State Affairs recommending it be replaced with the HESS substitute (see page 728) and as follows: Abood (Chair) and Cowdery recommend it do pass; M. M. Miller recommends it do not pass; Larson and Shultz have no recommendation; Lacher signed "do not pass, bill stripped". To Rules.

Appropriation
(supplemental)
(AK State
Council on
the Arts)

SS FOR HOUSE BILL NO. 617, (see pages 357;473;537;682). Reported back to the House April 18 by Finance recommending it do pass. Concurring: Adams (Chair), Furnace, Grussendorf, Duncan, Hurlbert and Fritz. Not concurring: Martin and Lindauer had no recommendation. To Rules.

Appropriation
(special)
(Fairbar
school)

HOUSE BILL NO. 622, (see pages 358;739). Reported back to the House April 17 by Transportation recommending it do pass. Concurring: Cato (Chair), M. W. Miller, Davis, Flood and Szymanski. Not concurring: Abood had no recommendation. To Finance.

Appropriation
(special)
(Outdoor Fund)

HOUSE BILL NO. 639, (see pages 365;684). Reported back to the House April 18 by Finance recommending it do pass. Concurring: Adams (Chair), Grussendorf, Hurlbert and Fritz. Not concurring: Martin, Furnace and Duncan had no recommendation. To Rules.

Historic
Properties
Grants

HOUSE BILL NO. 640, (see pages 365;526). Reported back to the House on April 18 by Finance recommending it do pass. Concurring: Adams (Chair), Grussendorf, Hurlbert and Fritz. Not Concurring: Martin, Furnace and Duncan had no recommendation. To Rules.

AK Resources
Corporation

HOUSE BILL NO. 685, (see pages 386;578;685). Reported back to the House April 19 by Finance recommending it be replaced with the House Special Committee on State Loans substitute (see page 685) and that it do pass. Concurring: Adams (Chair), Lindauer, Grussendorf, Ward, and Fritz. Not concurring; Martin and Duncan had no recommendation. To Rules.

Marijuana
(possession)

HOUSE BILL NO. 698, (see page 519). Reported back to the House April 18 by Judiciary recommending it do pass. Concurring: Bussell (Chair), Barnes, Liska, Hayes and Wendte. Not concurring: Clocksin and Malone recommend it do not pass. To Rules.

Personal Ser-
vices Contracts
(use of public
funds for)

HOUSE BILL NO. 708, (see page 668). Reported back to the House April 18 by State Affairs recommending as follows: Abood (Chair), Ward and Cowdery recommend it do pass. Lacher, M. M. Miller, Larson and Shultz had no recommendation. The

COMMITTEE REPORTS (House)

HB 505, (cont'd)

chapter, the director may impose a civil penalty not to exceed \$200 or the actual amount of gain, whichever is greater, for each violation, but if the director finds the violation to be wilful the director may impose a penalty of \$2,000 or three times the actual amount of gain, whichever is greater, . . .". (was "shall impose a penalty of \$2,000" in previous version).

--Adds new section amending AS 21.84.590 (Fraternal Benefit Societies. Other Provisions Applicable). The amendments are technical in nature.

State Aircraft
(accidents)

HOUSE BILL NO. 510, (see pages 53;678). Reported back to the House April 4 by Finance recommending it be replaced with a Finance substitute and that it do pass. Concurring: Adams (Chair), Martin, Bettisworth, Furnace, Lindauer, Grussendorf, Hurlbert, Ward and Fritz. Not concurring: Duncan and Zharoff had no recommendation. To Rules.

The Finance substitute slightly changes the definition of "aircraft accident" to mean "(1) an occurrence associated with the operation of an aircraft that takes place between the time a person boards the aircraft with the intention of flight until the time the person disembarks and in which. . .(B) the aircraft receives substantial damage as defined under regulations of the National Transportation Safety Board;" Finance also adds an immediate effective date.

Local Service
Roads & Trails
(amendments)

HOUSE BILL NO. 558, (see pages 179;679). Reported back to the House April 4 by Community & Regional Affairs recommending it be replaced with a substitute and that it do pass. Concurring: M. W. Miller (Chair), Phillips and Cato. Not concurring: Lacher had no recommendation. To Rules.

The C&RA substitute changes the definition of "local service road" to mean a road that is used by an average of fewer than 750 vehicles a day (was fewer than 400 vehicles in former version) and that is not designated as a route on the approved primary federal-aid highway system.

Permanent Fund
Dividends
(use to pay
state debts)

HOUSE BILL NO. 564, (see pages 183;493;523). Reported back to the House April 6 by Finance recommending it be replaced with the State Affairs substitute (see page 523) and that it do pass. Concurring: Bettisworth (V-Chair), Martin, Furnace, Grussendorf, Duncan, Zharoff, Hurlbert, Ward and Fritz. To Rules. The Committee attached the following letter of intent:

"It is the intent of the legislature that the Department of Revenue designate a hearing officer who will consider the existence of unusual economic conditions in certain documented cases of economic hardship in the geographic area in which an individual resides, and the effect that using this section, to collect debts owed to the state, would have on the individuals health and safety."

HCR 15

it be replaced with COMMITTEE SUBSTITUTE FOR HOUSE CONCURRENT RESOLUTION NO. 15 (Rules) (same title) and reports it back as follows: M.W.Miller (Chairman) and Wallis recommend do pass. Fuller, Grussendorf, Davis, Pignalberi and Martin have no recommendation.

HCR 15 was referred to the Rules Committee for placement on the calendar.

HJR 24

The Finance Committee has considered HOUSE JOINT RESOLUTION NO. 24 (sharing federal revenue generated from development of the outer continental shelf) and reports it back as follows: Adams (Chairman), Larson, Pourchot, Uehling, Rieger, Frank, Binkley and Cotten recommend do pass. Szymanski has no recommendation.

HJR 24 was referred to the Rules Committee for placement on the calendar.

HB 8

The Resources Committee has considered HOUSE BILL NO. 8 (relating to harassment of game), recommends it be replaced with COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 8 (Judiciary) (page 260) and reports it back as follows: Shultz (Co-Chairman) recommends "amend, delete drive and herd." Cato, Thompson and Wallis recommend do pass. Jenkins, Pearce and M.W.Miller have no recommendation.

HB 8 was referred to the Rules Committee for placement on the calendar.

HB 91

The State Affairs Committee has considered HOUSE BILL NO. 91 (allowing retirement credit for the unused sick leave of an employee of a political subdivision or public organization participating in the public employees' retirement system) and reports it back as follows: Hurley (Chairman), Boucher, Jenkins, Navarre and Cato have no recommendation. M.M.Miller recommends do pass.

A zero fiscal note with an analysis was attached and appears in House Journal Supplement No. 52.

HB 91 was referred to the Finance Committee.

HB 111

The Resources Committee has considered HOUSE BILL NO. 111 (local service roads and trails; effective date), recommends it be replaced with COMMITTEE SUBSTITUTE FOR

MESSAGES FROM THE SENATE

A message dated April 18, 1985, was read stating the Senate has approved the following citation and it is being enrolled:

In Memoriam - Edmund Knutsen

HCR 10

A message dated April 18, 1985, was read stating the Senate has passed HOUSE CONCURRENT RESOLUTION NO. 10 (recognition of International Youth Year) and it is returned.

HCR 10 was referred to the Chief Clerk for enrollment.

CSHB 157(Jud)am

A message dated April 18, 1985, was read stating the Senate has passed COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 157 (Judiciary) amended (making corrective amendments to the Alaska Statutes as recommended by the revisor of statutes; effective date) with the following amendment:

Page 19, line 23: Delete Sec. 62
renumber accordingly

and so, CSHB 157(Jud)amS is transmitted for consideration.

CSHB 157(Jud)am will be taken up under Unfinished Business.

COMMUNICATIONS

A notice dated April 17, 1985, from the Commissioner of the Department of Public Safety, Robert J. Sundberg, was received, of proposed changes dealing with classified driver's licenses. The notice is on file in the Chief Clerk's office and a copy was distributed to each member.

A notice dated April 4, 1985, from the Commissioner of the Department of Labor, Jim Robison, was received, of proposed changes to Title 8 of the Alaska Administrative Code relating to wages. The notice is on file in the Chief Clerk's office and a copy was distributed to each member.

REPORTS OF STANDING COMMITTEESHCR 15

The Rules Committee has considered HOUSE CONCURRENT RESOLUTION NO. 15 (control of wolf predation), recommends

HB 111

HOUSE BILL NO. 111 (Transportation) (page 600) and reports it back as follows: Shultz (Co-Chairman), Cato, Pearce, Thompson, M.W. Miller and Wallis recommend do pass. Jenkins has no recommendation.

HB 111 was referred to the Rules Committee for placement on the calendar.

HB 288

The Judiciary Committee has considered HOUSE BILL NO. 288 (taking of fish and game for subsistence and personal use; effective date), recommends it be replaced with COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 288 (Judiciary) (same title) and reports it back as follows: M.M. Miller (Chairman), Clocksin and Sund recommend do pass. Pettyjohn and Phillips recommend do not pass. Gruenberg and Taylor have no recommendation.

HB 288 was referred to the Rules Committee for placement on the calendar.

REPORTS OF SPECIAL COMMITTEESHB 105

The House Special Committee on State Loans has considered HOUSE BILL NO. 105 (international airports revenue bonds authorization; effective date), recommends it be replaced with COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 105 (Loans):

"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: Sund (Chairman), Uehling and Fuller recommend do pass. Cotten has no recommendation.

HB 105 was referred to the Finance Committee.

INTRODUCTION, FIRST READING AND REFERENCE
OF HOUSE BILLSHB 389

HOUSE BILL NO. 389 by the Rules Committee by request of the Governor, entitled:

HB 389

"An Act relating to direct service charges for the sale of power by the Alaska Power Authority to retail consumers."

was read the first time and referred to the Community & Regional Affairs, House Special Committee on State Loans, and Finance Committees.

A zero fiscal note was attached.

The Governor's transmittal letter, dated April 19, 1985, appears below:

"Dear Representative Grussendorf:

Under the authority of art. III, sec. 18, of the Alaska Constitution, I am transmitting a bill relating to direct service charges for the sale of power by the Alaska Power Authority to retail consumers.

This bill addresses financing concerns with regard to future energy projects acquired or constructed by the Alaska Power Authority where the principal user of the power generated or transmitted by the authority is a non-governmental utility. Section 103(b) of the Internal Revenue Code restricts the use of tax-exempt bonds for financing power projects and transmission interties which are secured by payments to be made under power sales agreements with non-governmental utilities such as private investor-owned utilities, rural electric associations, and electric cooperatives.

This bill would facilitate the use of tax-exempt financing by authorizing the authority to impose and collect direct service charges from consumers, as an alternative to power sales agreements, as a method for securing and providing for the payment of bonds issued by the authority. Money collected by the authority from the imposition of direct service charges will constitute revenues to meet the costs of acquiring, financing, and guaranteeing power projects. The tax-exempt financing permitted by the use of direct service charges should help to reduce the capital costs of power projects.

After this bill is passed, the authority will seek a revenue ruling from the IRS to confirm that the use of direct service charges as security for revenue bonds will permit tax-exempt financing of power projects.

Sincerely,

/s/
Bill Sheffield
Governor"

Ford
14-08327

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).
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Introduced: 1/25/85
Referred: Transportation and
Resources

BY THE RULES COMMITTEE BY
REQUEST OF THE GOVERNOR

1 IN THE HOUSE

2 HOUSE BILL NO. 111

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FOURTEENTH LEGISLATURE - FIRST 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 by the
15 department to include the local government unit within the department
16 region that contains the largest portion of the area of the local
17 government unit.

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

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

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

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

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

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

6 (2) one-half in the ratio which the population of each home
7 rule [OR FIRST CLASS] city bears to the total population of the bor-
8 ough 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 commis-
13 sioner for approval a five-year plan for the acquisition and construc-
14 tion of local service roads and trails. Before December 1 of each
15 fiscal year the commissioner shall submit to the governor a five-year
16 plan for the acquisition and construction of local service roads and
17 trails, including the approved local government programs. An or-
18 ganized borough shall include in its five-year plan local service road
19 acquisition and construction programs for all cities other than home
20 rule [AND FIRST CLASS] cities within the boundaries of the borough.
21 The commissioner shall include in the [HIS] five-year plan local
22 service road and trail acquisition and construction within the unor-
23 ganized 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 commis-
28 sioner, unless the project is under the supervision of a local govern-
29 ment that has assumed local road powers. If the project is under the

1 supervision of a local government that has assumed road powers, and
2 the project is not located on a federal-aid secondary route, design
3 standards, rights-of-way and widths must [SHALL] be established by the
4 local government. If a project under the supervision of a local
5 government that has assumed road powers is located on a federal-aid
6 secondary route, design standards, rights-of-way, and widths must have
7 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 -- 29.68.-
11 440, [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 750 vehicles each day and that [WHICH] is
15 not designated as a route on the approved primary, urban, or inter-
16 state federal-aid highway system;

17 * Sec. 8. This Act takes effect July 1, 1985.

WORK ORDER REQUEST FORM

14 - 8882

KEYWORDS: As transportation

ASSIGNED TO Ford

REQUEST FOR: BILL RESOLUTION RESEARCH OTHER

SUBJECT As DOT/PT for local service trails authorization

REQUESTED FOR House Transportation BY Rhonda EXT. 4058

* DELIVER TO Rep. Case Cap 10 TAKEN BY Belier

INSTRUCTIONS, EXPLANATIONS Draft bill appropriating 7 million to DOT/PT for local service trails authorized under AS 10.20.111 - 10.20.251. Provide for an immediate effective date.

3/5 to final

OBTAIN

SPECIAL DRAFTING INSTRUCTIONS ATTACHED

AUTHORIZED TO CONFER WITH _____

RETURN _____

TO REQUESTER

APPROVED: [Signature] Director, Legal Services

REVIEWED _____

SPECIAL INSTRUCTIONS TO TYPIST/PROOFREADER

IN 03/04/85 DUE _____

2031 by 4:30

TYPED - Draft _____ DATE _____

Final _____ DATE _____

COPIED _____ DELIVERED _____

DRAFT

FINAL

TRANSPORTATION COMMITTEE DAILY AGENDA

- 1) CALL MEETING TO ORDER
- 2) NOTE MONTH/DAY/YEAR Tuesday, March 5, 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) ATOP THE COMMITTEE FOLDERS ARE:
 - ° A summary of questions on HB 111 asked by the committee at the last meeting.
 - ° Last Tuesday's minutes on HB 111.
 - ° A copy of the draft of an appropriations bill to accompany HB 111.
 - ° A copy of the funding status of the Local Service Roads and Trails program as of February 26, 1985 (in response to Rep. Davis's question).
 - ° A copy of the distribution formula comparisons. (It also includes a comparison of five regions versus three regions.)
 - ° An outline of the department's reasoning on having three regions.
- 9) INTRODUCE : Commissioner Richard Knapp
 Charles Karella

10) ANNOUNCE TIME OF ADJOURNMENT

Please explain once again why DOT desires the LSR & T program to be administered according to the 3 operational regions as opposed to the 5 districts? What effect will this have on all the small communities?

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
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						

ANALYSIS: Attach a separate page if necessary

Attached

Prepared By: Charles D. Karella Phone: 465-4070
 Division: _____ Date: 10/19/84
 Approved by Commissioner: *Don Poyry* 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.

HB 110

I believe that this bill will provide greater clarity and more workable requirements, and, as a consequence, will improve the administration of state elections.

Sincerely,

/s/

Bill Sheffield
Governor"

HB 111

HOUSE BILL NO. 111 by the Rules Committee by request of the Governor, entitled:

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

was read the first time and referred to the Transportation and Resources Committees.

A zero fiscal note with analysis was attached and appears in House Journal Supplement No. 8.

The Governor's transmittal letter, dated January 23, 1985, follows:

"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

HB 111

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 1961, 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,

/s/

Bill Sheffield
Governor

STATE OF ALASKA 1985 LEGISLATIVE SESSION
FISCAL NOTE

Page 1 of 2

Revision Date: _____

REQUEST
Bill/Resolution No.: HB 111
Title: An act relating to Road
improvement roads and trails
Sponsor: _____
Requestor: _____
Date of Request: _____

FISCAL DETAIL
Agency Affected: DOT&PF
Program Category Affected: _____
Design and Construction
S&I Program or subprograms Affected: _____
Capital Program

EXPENDITURES/REVENUES: (Thousands of Dollars)

	11 85	11 86	11 87	11 88	11 89	11 90
OPERATING						
100 PERSONAL SERVICES						
100 TRAVEL						
100 CONTRACTUAL						
100 SUPPLIES						
100 EQUIPMENT						
100 LAND & STRUCTURES						
100 GRANTS, CLAIMS						
100 MISCELLANEOUS						
TOTAL OPERATING	- 0 -	- 0 -	- 0 -	- 0 -	- 0 -	- 0 -
CAPITAL	- 0 -	- 0 -	- 0 -	- 0 -	- 0 -	- 0 -
REVENUE						

FUNDING: (Thousands of Dollars)

FEDERAL FUNDS						
FEDERAL FUNDS						
OTHER						
TOTAL						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: Attach a separate page if necessary

Attached

Prepared By: Charles D. Marella
Division: _____

Phone: 465-4070
Date: 10/19/84

Approved by Commissioner: *Dick Wain*
Agency: Transportation & Public Facilities

Date: 11/15/84

HB 111, Page 2 of 2

ANALYSIS

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.

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.

BILL = HCSSB7(TRSP)
CHAPTER = CH094
ROOT = SB0007
YEAR = 83

ROOT SB0007
BILL HCSSB7(TRSP)
CHAPTER NUMBER
CH094

SPECIAL INFO

CHAPTER 94
Source: HCSSB7(TRSP)
Approved by the Governor: July 25, 1983
Approved as Reduced by the Governor
Actual Effective Date: July 26, 1983

RELATING TO

AN ACT

Making an appropriation to the Department of
Transportation and Public Facilities for local service
roads and trails; and providing for an effective date.

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

CHAPTER94 DOCUMENT= 1 OF 1 PAGE = 2 OF 2

* Section 1. The sum of **\$10,000,000** \$7,000,000 is appropriated from the general fund to the Department of Transportation and Public Facilities for allocations for local service roads and trails authorized under AS 19.30.111 - 19.30.251.

EFFECTIVE DATE

* Sec. 2. This Act takes effect immediately in accordance with AS 01.10.070(c).

R0601 * END OF DOCUMENTS IN LIST - ENTER RETURN OR ANOTHER COMMAND.

Offered: 4/6/84
Referred: Rules

Original sponsors: Herrmann, Koponen,
Zharoff, et al

Funding Information
General Fund \$6,500,000
Other Funds -0-
\$6,500,000

1 IN THE HOUSE BY THE FINANCE COMMITTEE
2 CS FOR HOUSE BILL NO. 169 (Finance)
3 IN THE LEGISLATURE OF THE STATE OF ALASKA
4 THIRTEENTH LEGISLATURE - SECOND SESSION
5 A BILL
6 For an Act entitled: "An Act making an appropriation to the Department of
7 Transportation and Public Facilities for allocations
8 for local service roads and trails; and providing for
9 an effective date."
10 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:
11 * Section 1. The sum of \$6,500,000 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 by AS 19.30.111 -
14 19.30.251.
15 * Sec. 2. This Act takes effect immediately in accordance with AS 01.-
16 10.070(c).

Alaska State Legislature



House of Representatives

Committee on Transportation

Rep. Bette Cato, Chairman

Pouch V
State Capitol
Juneau, Alaska 9981
(907) 465-4858

LETTER OF INTENT TO ACCOMPANY HOUSE BILL 169

It is the intent of the House Transportation Committee that the Local Service Roads and Trails (LSR&T), program not be discontinued as recommended by the previous Commissioner of the Department of Transportation and Public Facilities, (DOT/PF).

The LSR&T program is vital to local governments and provides very important benefits to communities in the rural and urban areas of Alaska.

The House Transportation Committee intends the DOT/PF support continued operation of this vital program and request continued funding for it's operations in subsequent fiscal years.

Alaska State Legislature

House of Representatives



Rep. Bette Cato, Chairman

Committee on Transportation

Pouch V
State Capitol
Juneau, Alaska 998
(907) 465-4858

DATE: 27 MARCH

TO: AL ADAMS, CHAIRMAN *BC*
HOUSE FINANCE COMMITTEE

FROM: Bette Cato, Chairman
House Transportation Committee

RE: HB 169 - appropriations bill for Local Service Roads and Trails

Per our phone conversation this morning, the House Transportation Committee requests that House Bill 169 be moved out of the House Finance Committee with a reduced appropriation of \$6.5 million.

Please find enclosed back-up material addressing HB 169 and recent correspondence from the Department of Transportation regarding LSR&T allocations for FY 1985.

Thanks so much for your time and assistance.

Enclosure

LOCAL SERVICE ROADS AND TRAILS PROGRAM

FUNDING STATUS February 26, 1985

<u>PROGRAM NUMBER</u>	<u>PROGRAM NAME</u>	<u>COLLOCATION CODE</u>	<u>UNPROGRAMMED FUNDS</u>	<u>UNPROGRAMMED FUNDS PER FISCAL YEAR</u>
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CENTRAL REGION

M11018	Ch 118/80 LSR&T (Central)	24-81-1-325	3,098	-----3,098
M11017	Ch 24/84 LSR&T Dist. 1	24-81-1-439	765,559	
M11015	Ch 24/84 LSR&T Dist. 4 South	24-81-1-440	189,616	-----985,632
M11016	CH 24/84 LSR&T Dist. 5 South	24-81-1-441	30,457	
M11012	Ch 94/83 LSR&T Dist. 1	24-81-1-560	578,576	
M11014	Ch 94/83 LSR&T Dist. 4 South	24-81-1-561	407	-----639,897
M11013	Ch 94/83 LSR&T Dist. 5 South	24-81-1-562	60,914	

Central Region total 1,628,627

NORTHERN REGION

M21003	Ch 118/80 LSR&T (Interior)	24-81-2-416	7,525	-----57,146
M21004	Ch 118/80 LSR&T (Western)	24-81-2-417	49,621	
M21007	Ch 24/84 LSR&T Dist. 2	24-81-2-524	759,168	---1,202,965
M21008	Ch 24/84 LSR&T Dist. 4 North	24-81-2-525	443,797	
M21011	Ch 94/83 LSR&T Dist. 2	24-81-2-632	122,983	-----392,576
M21012	Ch 94/83 LSR&T Dist. 4 North	24-81-2-633	269,593	
M21019	LSR&T Legislative Grant to FNSB Ch 80/79	24-80-2-104	111,353	-----111,353

Northern Region total 1,764,040

SOUTHEASTERN REGION

M31001	Ch 24/84 LSR&T Dist. 3	24-81-3-372	355,082	-----355,082
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Southeastern Region total 355,082

Fiscal Year Summary:

*FY'80	171,597
FY'83	1,032,473
FY'84	2,543,679

*includes 111,353 from special grant

GRAND TOTAL ---> 3,747,749

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.

Ford
3/6/85

Original sponsor: Rules/Governor

1 IN THE HOUSE

BY THE TRANSPORTATION COMMITTEE

2 CS FOR HOUSE BILL NO. 111 (Transportation)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FOURTEENTH LEGISLATURE - FIRST 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 19.30.131(c) is amended to read:

10 (c) The commissioner shall also further allocate portions of the
11 sum allocated to any borough, either organized or unorganized, and to
12 any home rule [OR FIRST CLASS] city within the borough in the follow-
13 ing manner:

14 (1) one-half in the ratio which the area of each home rule
15 [OR FIRST CLASS] city bears to the total area of the borough excluding
16 salt water areas; and

17 (2) one-half in the ratio which the population of each home
18 rule [OR FIRST CLASS] city bears to the total population of the bor-
19 ough as shown by the latest available federal census.

20 * Sec. 2. AS 19.30.141 is amended to read:

21 Sec. 19.30.141. ACQUISITION AND CONSTRUCTION PROGRAMS. Before
22 October 1 of each fiscal year each local government eligible for
23 allocation of funds under AS 19.30.131 shall submit to the commis-
24 sioner for approval a five-year plan for the acquisition and construc-
25 tion of local service roads and trails. Before December 1 of each
26 fiscal year the commissioner shall submit to the governor a five-year
27 plan for the acquisition and construction of local service roads and
28 trails, including the approved local government programs. An or-
29 ganized borough shall include in its five-year plan local service road

1 acquisition and construction programs for all cities other than home
2 rule [AND FIRST CLASS] cities within the boundaries of the borough.
3 The commissioner shall include in the [HIS] five-year plan local
4 service road and trail acquisition and construction within the unor-
5 ganized borough.

6 * Sec. 3. AS 19.30.161 is amended to read:

7 Sec. 19.30.161. DESIGN STANDARDS, RIGHTS-OF-WAY AND WIDTHS.
8 Design standards, rights-of-way and widths for each local service road
9 and trail project must [SHALL] have the prior approval of the commis-
10 sioner, unless the project is under the supervision of a local govern-
11 ment that has assumed local road powers. If the project is under the
12 supervision of a local government that has assumed road powers, and
13 the project is not located on a federal-aid secondary route, design
14 standards, rights-of-way and widths shall be established by the local
15 government. If a project under the supervision of a local government
16 that has assumed road powers is located on a federal-aid secondary
17 route, design standards, rights-of-way, and widths must have the prior
18 approval of the commissioner.

19 * Sec. 4. AS 19.30.241(3) is amended to read:

20 (3) "local government" means an organized borough of any
21 class, a unified municipality organized under AS 29.68.240 - 29.68.-
22 440, [A HOME RULE CITY,] or a city of any [THE FIRST] class;

23 * Sec. 5. AS 19.30.241(4) is amended to read:

24 (4) "local service road" means a public road that is used
25 by an average of fewer than 750 vehicles each day and that [WHICH] is
26 not designated as a route on the approved primary, urban, or inter-
27 state federal-aid highway system;

28 * Sec. 6. This Act takes effect immediately in accordance with AS 01.-
29 10.070(c).



Alaska State Legislature

House of Representatives

Committee on Transportation

HEARING DATE: 7/3

BILLS: HB 117

PLEASE SIGN IN
AS A WITNESS OR AN OBSERVER. YOUR ADDRESS AND
PHONE NUMBER MUST BE INCLUDED IN THE DESIGNATED
BLOCK

NAME (PLEASE PRINT)	ADDRESS, CITY, STATE, ZIP	REPRESENTING	PHONE	WITNESS/OBSERVER
<u>DICK KNAPP, Commissioner</u>	<u>POUCH 2 JUNEAU, AK 99801</u>	<u>DOT & PF</u>	<u>465-3900</u>	<u>WITNESS</u>
<u>SUSAN FLEISCHHAUER</u>	<u>POUCH 2 JUNEAU, AK 99801</u>	<u>DOT & PF</u>	<u>465-3900</u>	<u>OBSERVE</u>
<u>Charles Kavella</u>	<u>" " " "</u>	<u>" "</u>	<u>465-2171</u>	<u>Witness</u>

March 4, 1985

SECTION 1. PROPOSED CHANGE TO ALLOCATION DISTRICT BOUNDARIES

1. The present five allocation district boundaries represent the five highway district boundaries in 1971.
2. The proposed three allocation district boundaries coincide with the department's operating regions.
3. The proposed change would have the following impact on the program:
 - A. Eases administration by eliminating the distribution of fractured allocation districts to the present department operating regions.
 - B. Drastic changes in allocations utilizing the same distribution formula, such as:
 - a) Central Region
 - ° Municipality of Anchorage increases 23%
 - ° Remaining nine local governments decrease by 32% to 64%.
 - ° Unorganized borough increases slightly.
 - b) Northern Region
 - ° Fairbanks North Star Borough, cities of Fairbanks, North Pole and Nenana increase by 20% to 23%.
 - c) Southern Region is unaffected.

BILL SHEFFIELD
GOVERNOR



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.

#1 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.


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

#3 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, reading "Bill Sheffield". The signature is written in dark ink and is positioned above the typed name.

Bill Sheffield
Governor

ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
Local Service Roads & Trails

DISTRIBUTION FORMULA
COMPARISONS
(Not reflecting first class cities)

Present
5-District
Concept
50% Pop.
50% Area

Proposed
3-Region
Concept
50% Pop.
50% Area

LOCATION	POPULATION	AREA	AMOUNT	AMOUNT
STATE OF ALASKA	401,851	586,499	7,000,000	7,000,000
REGION 1	259,895	206,157	3,493,872	3,493,872
MUNICIPALITY OF ANCHORAGE	174,431	1,884	918,385	1,188,437
KENAI PEN BOROUGH	25,282	14,692	400,165	257,984
CITY OF KENAI	4,324	32	39,553	25,499
CITY OF SEWARD	1,843	22	16,988	10,952
KODIAK ISLAND BOROUGH	9,939	5,440	130,821	85,870
CITY OF KODIAK	4,756	2	41,186	27,034
MAT-SU BOROUGH	17,816	20,544	517,406	276,155
CITY OF PALMER	2,141	4	33,134	17,684
CITY OF CORDOVA	1,879	7	24,709	12,689
BRISTOL BAY BOROUGH	1,094	1,200	25,614	17,522
UNORGANIZED BOROUGH 1	29,454	162,390	1,345,911	1,574,043
REGION 2	88,063	339,996	2,795,967	2,795,967
FAIRBANKS NORTH STAR BOROUGH	53,983	7,500	565,453	693,691
CITY OF FAIRBANKS	22,645	30	153,235	187,986
CITY OF NORTH POLE	724	3	4,998	6,131
NORTH SLOPE BOROUGH	4,199	88,281	454,994	429,649
CITY OF NENANA	470	9	6,046	7,493
CITY OF VALDEZ	3,079	274	68,307	50,005
UNORGANIZED BOROUGH 2	26,332	243,932	1,542,934	1,421,007
REGION 3	53,893	40,346	710,161	710,161
CITY AND BOROUGH OF JUNEAU	19,528	3,100	155,945	155,945
CITY AND BOROUGH OF SITKA	7,803	2,900	76,934	76,934
HAINES BOROUGH	1,680	2,620	34,127	34,127
KETCHIKAN GATEWAY BOROUGH	11,316	1,250	58,278	58,278
CITY OF KETCHIKAN	7,198	2	27,280	27,280
CITY OF PETERSBURG	2,821	46	18,991	18,991
CITY OF WRANGELL	2,184	43	14,768	14,768
UNORGANIZED BOROUGH 3	8,561	30,387	323,838	323,838

CSHCR 15(R1s)

Amendment No. 1 by Pettyjohn:

Page 2, line 9:

After "not" insert "unduly"

Representative Pettyjohn moved and asked unanimous consent that Amendment No. 1 be adopted. There being no objection, it was so ordered.

CSHCR 15(R1s)am

Amondment No. 2 by M.M. Miller:

Page 1, lines 5, 13, 17, 21, 26

Page 2, lines 5, 9:

Wherever the words "wolf" or "wolves" appear, precede those words with "railroad engines and"

Representative M.M. Miller moved and asked unanimous consent that Amendment No. 2 be adopted.

Representativs Pettyjohn objected.

Representative M.M. Miller moved and asked unanimous consent that he be allowed to withdraw Amendment No. 2.

Representative Pignalberi objected and withdrew his objection. There being no further objection, Amendment No. 2 was withdrawn.

Amendment No. 3 by Hurley:

Page 1, lines 22 - 24:

Delete all material

Representative Hurley moved and asked unanimous consent that Amendment No. 3 be adopted.