

ALASKA

LEGISLATURE

COMMITTEE

FILES

1991-1992

8672

7324

HOUSE

TRANSPORTATION

203

(7)

Date Referred: January 24, 1991

FURTHER REFERRALS:

Resources

Date of Committee Action: 2/28/91

The TRANSPORTATION Committee considered:

HB 72

HOUSE BILL NO. 72

TRANSPORTER LICENSE; CHARTER BOATS EXEMPT

"An Act amending the definition of transportation services to exempt operators of certain watercraft from the transporter license requirement; and providing for an effective date."

RECOMMENDATIONS:

be replaced with CS HB 72 (Transportation) the same title a new title

have attached amendments(s)

do pass

do not pass

no recommendations

individual recommendations

additional referral to the _____ Committee

ADOPTS: _____ letter of Intent

ATTACHES NEW FISCAL NOTE(S): (Dept)

APPROVES PREVIOUS: (Dept/Date)

fiscal impact D. F + G

fiscal note(s) _____

zero fiscal note _____

zero fiscal note(s) _____

SIGNING DO PASS:

SIGNING OTHER RECOMMENDATIONS:

	Check appropriate column:	Do Not Pass	No Rec	Amend
<u>Lane Kuchina</u>	<u>Ron D. Lewan</u>		<input checked="" type="checkbox"/>	
<u>Gail Phillips</u>				
<u>Jerry Mark II</u>				
<u>Richard Foley</u>				

Richard Foley
Chairman's Signature

FISCAL NOTE

STATE OF ALASKA
1991 LEGISLATIVE SESSION

BILL NO. CSHB 72 (TRA)

Revision Date: _____ Department Affected: Commerce & Economic Dev.
 Title: An Act relating to the fee for BRU: Occupational Licensing
a transporter license. . . . Component: Administration
 Sponsor: House Transportation
 Requestor: House Transportation COMPONENT SERIAL NO.

0	3	5	6
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Expenditures/Revenues: (Thousands of Dollars)

OPERATING	FY 92	FY 93	FY 94	FY 95	FY 96	FY 97
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING						

CAPITAL						
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REVENUE	[11.9]	[11.9]	[11.9]	[11.9]	[11.9]	[11.9]
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FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

Estimate of current year impact: None

ANALYSIS: (Attach a separate page if necessary.)
 There are currently 59 charter boat operators licensed as transporters. Each licensee is required to pay an annual license fee of \$150, and a commercial use permit fee of \$100; for a total annual fee of \$250 per licensee. Since we do not know the number of watercraft operators who will claim to transport big game as an incidental part

Prepared By: Jennifer Strickler, Admin. Officer Phone: 465-2144
 Division: Occupational Licensing Date: April 2, 1991
 Approved by Commissioner: Glenn A. Olds *[Signature]* ASST COMSR
 Agency: Commerce and Economic Development Date: 4-2-91

Distribution (by preparer): Legislative Finance, Legislative Sponsor, Requestor, OMB, & Impacted Agency(ies).

CONTINUATION OF FISCAL NOTE ANALYSIS

CSHB 72 (TRA)

of their business upon passage of the bill, this fiscal note is based on the assumption that the 59 licensees may seek exemption and therefore result in the loss of revenue from application fees in the amount of \$8.9 (59 x \$150). Since Section 2 also reduces the amount of the commercial use permit fee to 50 percent, an additional revenue reduction of \$3.0 (59 x \$50) will also occur.

In summary, the total reduction in revenue to the State will total \$11.9.

Note: Under CSHB 72 (TRA), licenses for watercraft operators who transport as an incidental part of their business would be issued free of charge. The Commercial Use Permit fee collected by the Division of Occupational Licensing is accounted for separately by statute, and may be appropriated by the Legislature to the Department of Fish and Game, and the Department of Public Safety.

FISCAL NOTE

STATE OF ALASKA
1991 LEGISLATIVE SESSION

BILL NO. CSHB 72 (Trans)
 (proposed)

Revision Date: 2/27/91 Department Affected: Fish and Game
 Title: Transporter License: Charter BRU: Div. of Wildlife Conservation
boats exempt Component: Wildlife Conservation
 Sponsor: Representative Kubina
 Requestor: _____ COMPONENT SERIAL NO.

	4	7	3
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Expenditures/Revenues: (Thousands of Dollars)

OPERATING	FY 92	FY 93	FY 94	FY 95	FY 96	FY 97
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
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REVENUE	(2.9)	(2.9)	(2.9)	(2.9)	(2.9)	(2.9)
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FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL	0	0	0	0	0	0

POSITIONS:

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

Estimate of current year impact: No FY 91 impact.

ANALYSIS: (Attach a separate page if necessary.)

Commercial use permit fees may be used for enforcement purposes by the department and Fish and Wildlife Protection (Public Safety). This fee would be reduced by 50% for the 59 licensees who currently pay a fee of \$100.
 Annual loss = 59 x \$50 = \$2,900

Prepared By: Phil Koehl Phone: 465-4190
 Division: Wildlife Conservation Date: 2/27/91

Approved by Commissioner: _____
 Agency: Department of Fish and Game Date: _____

Distribution (by preparer): Legislative Finance, Legislative Sponsor, Requestor, OMB, & Impacted Agency(ies).

FISCAL NOTE

**STATE OF ALASKA
1991 LEGISLATIVE SESSION**

BILL NO. HB 72

Revision Date: _____ Department Affected: Commerce & Economic Development
 Title: An Act amending the definition of transportation services to exempt operators of certain watercraft from Transportation License. BRU: Occupational Licensing
 Sponsor: Representative Kubina Component: _____
 Requestor: _____ COMPONENT SERIAL NO.

	3	5	6
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Expenditures/Revenues: (Thousands of Dollars)

OPERATING	FY 92	FY 93	FY 94	FY 95	FY 96	FY 97
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING						

CAPITAL						
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REVENUE	(14.8)	(14.8)	(14.8)	(14.8)	(14.8)	(14.8)
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FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL						

POSITIONS:

FULL-TIME						
FART-TIME						
TEMPORARY						

Estimate of current year impact: _____

ANALYSIS: (Attach a separate page if necessary.)
 This bill would exempt current licensees from future licenses. We currently have 59 licensees who pay the \$150 annual license fee and \$100 Commercial Use Permit fee. (\$250 total annual fee.) $59 \times \$250 = \$14,750$

Prepared By: Barbara Gabier, Licensing Supervisor Phone: 465-3262
 Division: Occupational Licensing Date: February 5, 1991
 Approved by Commissioner: Glenn A. Olds
 Agency: Department of Commerce and Economic Development Date: February 5, 1991

Distribution (by preparer): Legislative Finance, Legislative Sponsor, Requestor, OMB, & Impacted Agency(ies)

Alaska State Legislature

Chairman
State Affairs
Committee

Legislative Council

Transportation
Committee



Representative Eugene Kubina

During Session:
State Capitol
P.O. Box V
Juneau, Alaska 99817
(907) 465-4859

During Interim:
P.O. Box 2463
Valdez, Alaska 99686
(907) 835-2111

SPONSOR STATEMENT

Sponsor: Representative Gene Kubina

Subject: HB 72 - Charter boat operator exemption
from transporter license

Date: February 1, 1991

HB 72 is intended to correct a redundant licensing situation involving charter boat operators. The current law, AS 08.54.590(13), requires charter boat operators, among other transport groups, to obtain a transporter license. Charter boat operators who carry passengers for hire must currently license their boats with the Coast Guard.

HB 72 will amend said law to exempt charter boat operators from having to acquire the transporter license. This redundant licensing places a significant financial burden on the charter boat operator engaged in a minimal amount of hunter/game transport trips per year.

Aside from the issue of revenue procurement, another goal of the transporter license is information collection. Any relevant data could be readily collected through the guides and hunters themselves, who are obligated under current state law to provide hunt/game statistics and information.

— DISTRICT SIX —

• Chenega Bay • Chitina • Cooper Landing • Cordova • Hope • Moose Pass • Seward • Tatitlek • Valdez • Whittier •



A M E N D M E N T

OFFERED IN THE HOUSE
TO: HB 72

BY REPRESENTATIVE KUBINA

Page 1, line 9, through Page 2, line 3:

Delete all material.

Insert the following material to read:

"(A) on nonstop flights between state or federally maintained airports; or
(B) by an air taxi operator, [OR] air carrier, or United States Coast
Guard licensed boat operator, for which the carriage of big game hunters, their
equipment, or big game animals harvested by hunters is only an incidental, as defined by
the board, portion of its business; "

Renumber the following bill section accordingly.

Steve Pedersen

HB 72: An Act amending the definition of transportation services to exempt operators of certain watercraft from the transporter license requirement.

The Department of Commerce and Economic Development opposes passage of HB 72.

In the 1988 Owsichuk decision, the Alaska Supreme Court interpreted the common use clause in the Alaska Constitution. In part, the court said that in development of wildlife law, the clause "constitutionalized" the state's public trust duty toward wildlife. This is a duty to manage these resources for the benefit of all the people. In 1989 a legislative task force on guiding and game made recommendations to the Legislature regarding commercial uses and users of big game. The task force recommendations included licensing of three groups to encompass all the commercial users of big game: Guide Outfitters, Transporters and Commercial Use Permit Holders.

Currently of the 174 licensed transporters, 59 transporters are boat charter operators. These operators are required to be licensed and their watercraft is identified by a transporter decal issued by this department. HB 72 would eliminate all licensing and control over this group of users of game resource. It would eliminate the monetary return to the state for the use of the resource as well as hamper enforcement activities in identifying legal operations versus unlicensed guiding or outfitting.

Glenn A. Olds (Spec Asst)

Glenn A. Olds, Commissioner

Date: 2/6/91

GAO/cw1221d
020591a



**STATE OF ALASKA
OFFICE OF THE GOVERNOR
BILL ANALYSIS**

DEPARTMENT Fish and Game	DIVISION Wildlife Conservation	BILL NUMBER HB 72	SPONSOR Rep. Kubina
SHORT TITLE OF BILL Exempt Watercraft from Transporter License Requirements			
DEPARTMENT POSITION Oppose			
PREPARED BY W. Lewis Pamplin, Jr.	DATE 02/06/91	COMMISSIONER'S SIGNATURE <i>William D. Kelly</i>	DATE 2 6 91

SUMMARY

OTHER AGENCIES AFFECTED BY BILL Fish and Wildlife Protection Commerce and Economic Development	CONSTITUENT GROUPS AFFECTED BY BILL Transporters
ORGANIZATIONAL SUPPORT FOR BILL Unknown	ORGANIZATIONAL OPPOSITION TO BILL Unknown

FISCAL IMPACT: NONE FISCAL NOTE ATTACHED

BACKGROUND/LEGISLATIVE INTENT
House Bill 72 would exempt "watercraft licensed by the United States Coast Guard to carry passengers for hire" from the definition of transportation services regulated by the Big Game Commercial Services Board.

ANALYSIS OF BILL/PROGRAM EFFECTS
According to the Department of Commerce and Economic Development, 59 licensed boat transporters paid \$5,900 in commercial use permit fees (\$100 each) and \$8,850 in transporter license fees (\$150 each) for a total of \$14,750 in 1990. These funds can be used by the department and Fish and Wildlife Protection.

The Legislative Task Force on Guiding and Game held numerous meetings, conducted surveys, and received many public comments in 1988 to analyze problems in commercial uses of big game and recommend ways to alleviate the problems. After reviewing extensive information, the Task Force recommended in its report to the Legislature that the state should regulate all commercial providers of transportation to big game hunters, regardless of the type of conveyance used.

The Task Force based its opinion on these reasons:

- Consistent and stable regulations affecting commercial use of Alaska's wildlife are needed to ensure the health of big game resources. (continued)

AMENDMENTS PROPOSED

PLEASE ATTACH A SEPARATE SHEET FOR ADDITIONAL COMMENTS OR ANALYSIS

ANALYSIS OF BILL/PROGRAM EFFECTS CONTINUED.

- Appropriate regulations are needed to ensure the safety of transporters' clients and the quality of services provided to them. Thus the requirements for licensure by the U.S. Coast Guard, identification decals on boats used, and provision of disciplinary actions against transporters engaged in unethical, unsafe activities, or of law violations.
- All commercial operators profiting from uses of publicly owned resources should contribute financially to the costs of managing and protecting the resources. In the case of boat transporters, this is achieved through payment of the licensing and commercial use fees. These fees are important as revenue resources to the state agencies exercising responsibility for big game management and enforcement.
- Commercial transportation providers can concentrate hunting effort in specific locations and adversely impact local game populations. Knowledge of where commercial transporters are located and operating is useful in game management decisions and law enforcement efforts. As part of the regulations concerning transporters, the annual report they must submit helps provide more complete information on hunter distribution, effort, and harvest data.
- Landowners that permit big game hunting on their lands are experiencing steadily increasing problems with trespass by unpermitted hunters brought to their lands by boats. Many of these boats are operating as commercial transporters but deny the fact. These trespasses by boat transporters and their hunter-clients may induce landowners to deny all hunting privileges to hunters from outside the area. Many landowners have asked that boat transporters be qualified and licensed, and that their boats be identified as commercial hunting transporters with easily recognized license numbers.

PAX NAME + TYPE INT?

FISCAL NOTE

STATE OF ALASKA
1991 LEGISLATIVE SESSION

BILL NO. HB 72

Revision Date: 2/6/91 Department Affected: Fish and Game
 Title: Exempt Watercraft from Trans- BRU: Division of Wildlife Conservation
porter License Requirements Component: Wildlife Conservation
 Sponsor: Rep. Kubina
 Requestor: _____ COMPONENT SERIAL NO.

	4	7	3
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Expenditures/Revenues: (Thousands of Dollars)

OPERATING	FY 92	FY 93	FY 94	FY 95	FY 96	FY 97
PERSONAL SERVICES	0					
TRAVEL	0					
CONTRACTUAL	0					
SUPPLIES	0					
EQUIPMENT	0					
LAND & STRUCTURES	0					
GRANTS, CLAIMS	0					
MISCELLANEOUS	0					
TOTAL OPERATING	0	0	0	0	0	0

CAPITAL	0	0	0	0	0	0
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REVENUE	(\$5.9)	(\$6.0)	(\$6.0)	(\$6.0)	(\$6.0)	(\$6.0)
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FUNDING: (Thousands of Dollars)

GENERAL FUND	0					
FEDERAL FUNDS	0					
OTHER	0					
TOTAL	0	0	0	0	0	0

POSITIONS:

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

Estimate of current year impact: No FY 91 impact

ANALYSIS: (Attach a separate page if necessary.)
 This fiscal note reflects total potential loss of enforcement funding to the department and/or Division of Fish and Wildlife Protection in the Department of Public Safety. Total fiscal impact of this bill is described in the fiscal note prepared by Dept. of Commerce and Economic Development.

Prepared By: W. Lewis Pamplin, Jr. Phone: 907-262-2232
 Division: Wildlife Conservation Date: 02/06/91
 Approved by Commissioner: *W. Lewis Pamplin, Jr.*
 Agency: Fish and Game Date: 2/6/91

Distribution (by preparer): Legislative Finance, Legislative Sponsor, Requestor, OMB, & Impacted Agency(ies).

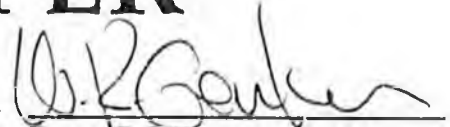


*Department of Transportation
and Public Facilities*

POSITION PAPER

BILL NO: HB 119

APPROVED:


Frank G. Turpin, Commissioner

TITLE: An act making an appropriation for the local service roads and trails program; and providing for an effective date.

DATE: February 25, 1991

We fully support and endorse this bill as it fosters improvements to transportation on a highly cost effective basis.

The LSR&T program has proven a very effective mechanism for achieving cost effective transportation projects throughout Alaska. It is particularly effective in rural communities where needs can be served by simple practical projects unencumbered by the costly standards associated with department projects built under federal-aid requirements.

The current LSR&T program is inactive as all previous appropriations have been expended. The last appropriation was made as part of the FY '89 Jobs Bill program.

In rural projects, the construction is usually undertaken on a force account basis with nearly 100% local hire. Substantial opportunity for training and skill development occurs as a natural side benefit of these efforts. Projects typically range from gravel roads and small bridges to board walks to trail markers and emergency shelters. The department maintains a small fleet of trucks and earth moving equipment which is used to assist on larger projects of this nature.

In grants made to larger communities under the LSR&T program the projects are typically bid construction and are built to the standards adopted by the community. Typical projects include recreation trails and road development of various kinds.

**ALASKA ROUTES INCLUDED IN THE
FEDERAL HIGHWAY ADMINISTRATION'S (FHWA) PRELIMINARY
HIGHWAYS OF NATIONAL SIGNIFICANCE (HNS)
February 26, 1991**

INTERSTATE ROUTES

Alaska Highway	Alaska Border to Richardson Hwy. at Delta Junction
Tok Cutoff	Alaska Hwy. at Tok to Richardson Hwy. at Glenallen
Glenn Highway	Richardson Hwy. at Glennallen to Seward Hwy. at Anchorage
Richardson Highway	Alaska Hwy. at Delta Junction to Parks Hwy. at Fairbanks
Parks Highway	Richardson Hwy. at Fairbanks to Glenn Hwy. at Palmer
Seward Highway	Glenn Hwy. at Anchorage to junction with Sterling Hwy.
Sterling Highway	Seward Highway junction to Kenai Spur Rd.

PRIMARY ROUTES

Seward Highway	Sterling Hwy. junction to Seward
Richardson Highway	Alaska Hwy. at Delta Junction to Valdez

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

OFFICE OF THE COMMISSIONER

WALTER J. HICKEL, GOVERNOR

P.O. BOX 2
JUNEAU, ALASKA 99811-2500
PHONE (907) 465-3900

January 2, 1991

Mr. Robert E. Ruby
Division Administrator
Federal Highway Administration
P.O. Box 21648
Juneau, AK 99802-1648

Dear Mr. Ruby:

We have been asked to provide comments on the "Illustrative" Highways of National Significance (HNS) by January 9, 1991. In general, we would refer to the earlier comments we provided to you and Administrator Larson on September 13 and September 14, respectively. In particular, we remain concerned that goals, objectives and corresponding criteria for this exercise remain nebulous and ill-defined. The themes of Access America and connectivity are helpful, but do not answer these concerns. Fundamentally, we seek a broader commitment from the federal government to highways in rural America.

Access America (Juneau, Ketchikan, Kodiak and Kenai)

The population of Alaska's state capital, Juneau, exceeds 10,000, but we do not see where its rural access needs are addressed by the Illustrative HNS. In addition to Juneau, three other major communities in Alaska should also be linked to the Illustrative HNS. We make this argument because of community size, economic importance, intermodal links, rural access needs and other factors. For three of these communities overall population clearly exceeds 10,000, but the nominal population within the narrowly-drawn boundaries of the city itself is less than 10,000. Only one of these four communities can be reached by automobile or truck without the use of the State of Alaska's Marine Highway System. Rugged coastal topography has prevented the construction of through highways to each of these three communities. For surface access, each community relies on state-operated ferry vessels that provide a substitute for a direct highway link.

Access America (Kenai/Nikiski)

Kenai is the only one of these four communities that can be reached by highway without the use of a state ferry. An arterial highway extends over twenty miles

We also believe a fourth major community, Kodiak, must be served by the proposed system. Kodiak is home of a large U.S. Coast Guard base and is one of the three largest seafood ports in the nation. Over two hundred thousand tons are handled by the port annually, including over 60,000 tons of seafood products. We propose to link Kodiak to the Illustrative HNS from the southwest terminus of the Interstate System at Soldotna on the Kenai Peninsula. This routing would follow the Sterling Highway to the community of Homer, and past Homer to the marine highway terminal on the Homer Spit (84 miles of highway). (Homer is also a significant seafood port, shipping over 10,000 tons in 1987.) The distance our marine highway vessels travel from Homer to Kodiak is 161 miles, followed by three miles of highway linking the marine highway terminal in Kodiak with the community center.

Summary

The above proposals would increase rural land miles in Alaska by less than twelve percent. At the same time it would dramatically increase the reach of the Illustrative HNS, both in terms of major communities and geographic expanse. It would provide connectivity between Alaska and other states through the port of Bellingham in Washington state. Four major ports are provided with highway access from the Illustrative HNS. Finally, it would provide the State of Alaska with a system that fully meets, as we understand them, the criteria being used by FHWA for system designation. Attached are two maps which illustrate this proposal. We have used broad bars to delineate between routes already on the map you provided to us and those additional routes that we believe must be part of the Illustrative HNS. The first map depicts no more than one-third of Alaska's land mass and the second provides detail for the Kenai Peninsula, where two of these routes are located. We have also highlighted the road to Seward since this route was not included on your map. It appeared to be included in your mileage total, and is one of two STRAHNET routes serving a major port in Alaska.

General Concerns

While advocating the above proposals, we do not agree that they provide the best configuration for the Illustrative HNS in Alaska. As outlined in the Rural Western State Reaction (copy attached), we believe that a more comprehensive system of nationally-significant highways is needed to adequately provide for transportation needs in Western states such as Alaska. We think the AASHTO criteria "provides service to all parts of the nation" should be met in each and every state, despite the challenges posed by the vast geographic expanse of states such as Alaska. In September we provided your office with a proposal that we believe met the AASHTO criteria.

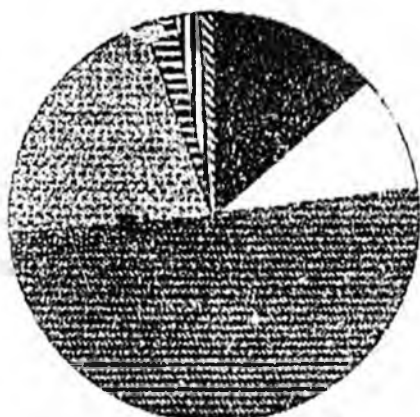
There are two types of highway access needs in Alaska that fall outside the scope of the Illustrative HNS as proposed by FHWA. The first is highway access to communities with a population that exceeds 1,500. Of eleven such communities unserved by the Illustrative HNS, five can be reached through a combination of marine highway service and land routes. The remaining six can be reached year-

Alaska Federal-Aid Primer

Actual Amounts Apportioned
Federal Fiscal Years 1989 and 1990

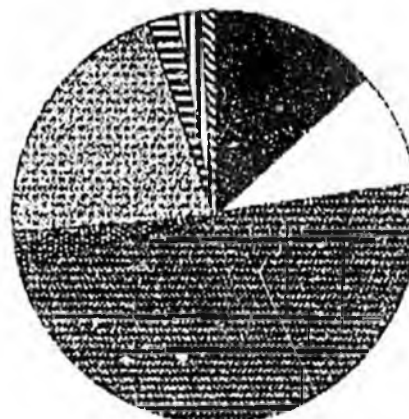
The following information, in millions of dollars, reflect the approximate amounts received as apportionments for each category in the most recent federal fiscal years (FFY 1989 and 1990). The amounts for the FFY90 reflect sequestrations in budget authority due to Gramm-Rudman-Hollings legislation. No amounts were sequestered for FFY89, but for FFY90 Alaska lost \$2.1 million in apportionments due to sequestration. At the national level, almost \$194 million in budget authority was removed from the federal-aid highway program.

FFY89



TOTAL \$153.9

FFY90



TOTAL \$151.2

■ Interstate 4R	□ Inters Constr	■ Primary	■ Urban
■ Secondary	■ Bridge	■ Safety	■ Demonstration

STATE OF ALASKA
THE LEGISLATURE

LEGISLATIVE AFFAIRS AGENCY

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JUNEAU, ALASKA 99811
907-465-3800

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

Mary Van Nimwegen

House Transportation 2-7-91
House Transportation 2-28-91

1. CALL MEETING TO ORDER
2. NOTE THE DATE: Thursday, February 7th, 1991
NOTE TIME:
3. ROLL CALL OF MEMBERS PRESENT
4. DURING TODAYS MEETING WE WILL TAKE UP:
HB 85 - Relating to equipment required on school buses (Rep. Navarre)
HB 72 - Exempting certain watercraft operators from the transporter license requirements. This bill is being teleconferenced to Valdez.
5. INTRODUCE ANY SPECIAL GUESTS OR V.I.P.s
6. REQUEST ANY PERSONS WISHING TO TESTIFY TO SIGN THE WITNESS REGISTER
7. THE NEXT MEETING OF THE HOUSE TRANSPORTATION COMMITTEE WILL BE:
Tuesday, February 12th, 1991
HB 10 - Establishing a Marine Highway Authority.

NOTE: Your tickets and travel itineraries for the trip to Craig, Metlakatla and Ketchikan have been delivered to your offices.

> Did you hug your secretary today.

8. ADJOURN MEETING. NOTE TIME OF ADJOURNMENT.

1. CALL MEETING TO ORDER
2. NOTE THE DATE: Tuesday, February 28th, 1991
NOTE TIME:
3. ROLL CALL OF MEMBERS PRESENT
4. DURING TODAYS MEETING WE WILL TAKE UP:

HB 72 - Relating to transporter licenses
We have heard this bill before and
a committee substitute is before you
today.

We have two bills that are schedule which will not be heard today.

HB 119 - Appropriating funds for the local service roads and trails program. This is my own bill which I have decided to ~~reschedule~~ hold until ~~when~~ the revenue picture and Governors Capital Budget become clearer.

HJR 19 - Relating to the Highway Transportation Fund.
This resolution may be further legal consideration as well as more fiscal review. It is rescheduled for next Thursday.

5. INTRODUCE ANY SPECIAL GUESTS OR V.I.P.s
6. REQUEST ANY PERSONS WISHING TO TESTIFY TO SIGN THE WITNESS REGISTER

ANNOUNCEMENTS AT CLOSE OF MEETING

7. THE NEXT MEETING OF THE HOUSE TRANSPORTATION COMMITTEE WILL BE:

Tuesday, March 5th

HB 10 - The Marine Highway Authority

HB 108 Appropriation to the Alaska Marine Highway Authority.

HB 132 Appropriation for handicapped access on certain ferries of the Alaska Marine Highway

5. TAXES - GAS
LCAS -
- STARR

STATE OF ALASKA
OFFICE OF MANAGEMENT & BUDGET
DIVISION OF BUDGET REVIEW

DATE: 02/22/91
TIME: 15:18:54
PROC: REGBYED

Page 1 of GOVERNOR'S FY '92 CAPITAL IMPROVEMENT PROGRAM BUDGET RECOMMENDATIONS, BY ELECTION DISTRICT

ED	COMMUNITY	AGENCY	AGY PRI	DESCRIPTION (Truncated to 85 characters)	AGY GF	AGY OF	AGY TOTAL	GOV GF	GOV OF	GOV TOTAL	DEF MAINT	REF #
		DOT	43/48	Bradfield River Route EIS	60,000.0	0.0	60,000.0	200.0	0.0	200.0		798
	Byder	DOT	/	Byder Ferry Terminal	0.0	22.2	22.2	0.0	22.2	22.2		1,315
	Ketchikan	DOT	/	Ketchikan, Deermount Street Widening	0.0	200.0	200.0	0.0	200.0	200.0		164
	Ketchikan	DOT	/	Ketchikan Airport Apron and Taxiway Improvements	0.0	2,200.0	2,200.0	0.0	2,200.0	2,200.0		174
	Ketchikan	DOT	/	Ketchikan Mooring Realignment	0.0	3,494.0	3,494.0	0.0	3,494.0	3,494.0		866
	Petersburg	DOT	/	Petersburg Mitkof Highway, Scow Bay/Papke's Landing Road Improvements	0.0	3,500.0	3,500.0	0.0	3,500.0	3,500.0		165
	Petersburg	DOT	/	Petersburg Mitkof Highway, Papke's Landing to Crystal Lake Improvements	0.0	1,500.0	1,500.0	0.0	1,500.0	1,500.0		172
	Petersburg	DOT	/	Petersburg Airport Equipment Building Supplemental	0.0	200.0	200.0	0.0	200.0	200.0		176
	Petersburg	DOT	/	Petersburg Seaplane Facility, Phase I	0.0	2,000.0	2,000.0	0.0	2,000.0	2,000.0		177
	Hard Cove	DOT	/	North Tongass Highway, Hard Cove to Whipple Creek	0.0	0.0	0.0	1,100.0	0.0	1,100.0		1,588
	Wrangell	DOT	/	Wrangell, Zimovia Highway, Barger Street to Mill Reconstruction/PE	0.0	400.0	400.0	0.0	400.0	400.0		169
					60,000.0	13,516.2	73,516.2	1,300.0	13,516.2	14,816.2		Sun
2	Haines	DOT	/	Haines Highway, Ferry Terminal to MP 24	0.0	400.0	400.0	0.0	400.0	400.0		153
2	Haines	DOT	/	Haines Highway, MP 24 to Border Roadway	0.0	2,700.0	2,700.0	0.0	2,700.0	2,700.0		154
2	Haines	DOT	/	Haines Basin	0.0	44.3	44.3	0.0	44.3	44.3		1,314
2	Hoonah	DOT	/	Hoonah Arterial, Stage I	0.0	300.0	300.0	0.0	300.0	300.0		170
2	Kake	DOT	/	Kake, Gunnak Creek to Boat Harbor Paving	0.0	660.0	660.0	0.0	660.0	660.0		163
2	Kake	DOT	/	Kake Mooring Improvements	0.0	88.7	88.7	0.0	88.7	88.7		864
2	Klawock	DOT	/	Klawock Airport Land Acquisition	0.0	250.0	250.0	0.0	250.0	250.0		175
2	Skagway	DOT	/	Skagway Klondike Highway, Millian Moore Creek Bridge Redecking	0.0	700.0	700.0	0.0	700.0	700.0		166
2	Yakutat	DOT	/	Yakutat Airport Onstruction Removal	0.0	610.0	610.0	0.0	610.0	610.0		181
					0.0	5,753.0	5,753.0	0.0	5,753.0	5,753.0		Sun
3	Hoonah	DOT	/	Hoonah Mooring Improvements	0.0	518.8	518.8	0.0	518.8	518.8		1,311
3	Sitka	DOT	/	Sitka, Halibut Point Road/Sawmill Road Capacity Improvements	0.0	2,500.0	2,500.0	0.0	2,500.0	2,500.0		167
3	Sitka	DOT	/	Sitka Uplands Improvements	0.0	421.3	421.3	0.0	421.3	421.3		859
					0.0	3,440.1	3,440.1	0.0	3,440.1	3,440.1		Sun
4	Juneau	DOT	/	Juneau Douglas Highway, Cordova to Bridge, Phase II	0.0	1,150.0	1,150.0	0.0	1,150.0	1,150.0		155
4	Juneau	DOT	/	Juneau, Egan Expressway Safety Improvements	0.0	1,500.0	1,500.0	0.0	1,500.0	1,500.0		156
4	Juneau	DOT	/	Juneau, Egan Expressway Capacity Improvements	0.0	300.0	300.0	0.0	300.0	300.0		157
4	Juneau	DOT	/	Juneau Glacier Highway, Highland Drive/Egan Expressway Improvements	0.0	560.5	560.5	0.0	560.5	560.5		158

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4	Juneau	DOT	/	Juneau Glacier Highway, Salmon Creek to Vanderbilt Improvements	0.0	1,850.0	1,850.0	0.0	1,850.0	1,850.0		159
4	Juneau	DOT	/	Juneau Glacier Highway, Fred Meyer to McNugget Improvements	0.0	1,000.0	1,000.0	0.0	1,000.0	1,000.0		160
4	Juneau	DOT	/	Juneau, North Douglas Highway Pavement Overlay	0.0	1,000.0	1,000.0	0.0	1,000.0	1,000.0		161
4	Juneau	DOT	/	Juneau, Thane Road Reconstruction	0.0	500.0	500.0	0.0	500.0	500.0		162
4	Juneau	DOT	/	Juneau, Lenon Road Overlay/Switzer Creek Intersection to Vanderbilt	0.0	1,000.0	1,000.0	0.0	1,000.0	1,000.0		171
4	Juneau	DOT	/	Juneau Glacier Highway, Indian Point to Point Louisa Improvements	0.0	2,000.0	2,000.0	0.0	2,000.0	2,000.0		173
4	Juneau	DOT	10/48	Juneau Community Building Handicapped Restroom Modifications	90.0	0.0	90.0	90.0	0.0	90.0		202
4	Juneau	DOT	11/48	Juneau, Alaska State Museum Handicapped Restroom Modifications	50.0	0.0	50.0	50.0	0.0	50.0		204
4	Juneau	DOT	12/48	Juneau, State/Alaska Office Buildings & Dimond Courthouse Drinking Fountains	50.0	0.0	50.0	50.0	0.0	50.0		205
4	Juneau	DOT	13/48	Juneau, Governor's Mansion Handicap Access Improvements	25.0	0.0	25.0	25.0	0.0	25.0		206
					215.0	10,860.5	11,075.5	215.0	10,860.5	11,075.5		Sun
5		DOT	/	Sterling Highway MP 157-174, Reconstruct MP 157-170	0.0	665.1	665.1	0.0	665.1	665.1		97
5	Homer	DOT	/	Homer Airport Improvements, Resurface Runway, Taxiways & Groove	0.0	3,093.8	3,093.8	0.0	3,093.8	3,093.8		112
5	Homer	DOT	/	Homer Airport Joint Use Terminal	0.0	350.0	350.0	0.0	350.0	350.0		131
5	Homer	DOT	33/48	Homer Airport North Apron Utilities, EDA Grant Match	400.0	0.0	400.0	400.0	0.0	400.0		76
5	Kenai	DOT	/	Kenai Spur/Main Street Signalization	0.0	90.0	90.0	0.0	90.0	90.0		39
					400.0	4,198.9	4,598.9	400.0	4,198.9	4,598.9		Sun
6		DOT	/	Seward Highway Rock Slope Stability	0.0	2,802.6	2,802.6	0.0	2,802.6	2,802.6		92
6		DOT	/	Seward Highway, MP 50-65.5 Reconstruction	0.0	934.2	934.2	0.0	934.2	934.2		96
6		DOT	20/48	Copper River Highway Construction Preliminary Engineering	1,000.0	0.0	1,000.0	1,000.0	0.0	1,000.0		1,280
6	Chenega Bay	DOT	/	Chenega Bay Airport Development	0.0	2,578.1	2,578.1	0.0	2,578.1	2,578.1		115
6	Cordova	DOT	/	Copper River Highway, MP 0-6.5 Rehabilitation	0.0	750.0	750.0	0.0	750.0	750.0		24
6	Cordova	DOT	/	Cordova Ferry Terminal Bridge Replacement	0.0	1,390.5	1,390.5	0.0	1,390.5	1,390.5		861
6	Cordova	DOT	/	Cordova Staging Area	0.0	425.7	425.7	0.0	425.7	425.7		862
6	Seward	DOT	21/48	Seward Exit Glacier Road Right-of-Way Acquisition	500.0	0.0	500.0	500.0	0.0	500.0		785
6	Valdez	DOT	/	Valdez Airport Road Intersection Upgrade	0.0	175.0	175.0	0.0	175.0	175.0		40
					1,500.0	9,056.1	10,556.1	1,500.0	9,056.1	10,556.1		Sun
7		DOT	/	Central Region Pavement Rehabilitation	0.0	14,013.0	14,013.0	0.0	14,013.0	14,013.0		1,446
7	Anchorage	DOT	/	Anchorage International Airport, Roadways Reconstruction	0.0	7,503.0	7,503.0	0.0	7,503.0	7,503.0		88
7	Anchorage	DOT	/	Anchorage Old Seward Highway, Reconstruct Huffman Road to Dimond Blvd	0.0	1,951.0	1,951.0	0.0	1,951.0	1,951.0		93
7	Anchorage	DOT	/	Central Region Truck Weight Monitoring	0.0	373.7	373.7	0.0	373.7	373.7		102
7	Anchorage	DOT	/	Anchorage Ridesharing	0.0	270.0	270.0	0.0	270.0	270.0		104
7	Anchorage	DOT	/	Anchorage Old Seward Highway, Reconstruct Dimond Boulevard-Diamond Road	0.0	221.7	221.7	0.0	221.7	221.7		106
7	Anchorage	DOT	/	Glenn Highway, South Eagle River Access Interchange	0.0	88.7	88.7	0.0	88.7	88.7		109

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7	Anchorage	DOT	/	Anchorage International Airport, North Terminal Modifications Design	0.0	350.0	350.0	0.0	350.0	350.0		136
7	Anchorage	DOT	/	Anchorage International Airport, Taxiway/Link Construction & Overlay	0.0	2,790.0	2,790.0	0.0	2,790.0	2,790.0		137
7	Anchorage	DOT	/	Anchorage International Airport, Access Control System Upgrade	0.0	2,000.0	2,000.0	0.0	2,000.0	2,000.0		138
7	Anchorage	DOT	/	Anchorage International Airport, Environmental Assessment & Cleanup	0.0	2,000.0	2,000.0	0.0	2,000.0	2,000.0		139
	Anchorage	DOT	/	Anchorage International Airport, Taxiway "7" Extension	0.0	1,475.0	1,475.0	0.0	1,475.0	1,475.0		141
	Anchorage	DOT	/	Anchorage International Airport, Ramp Area Reconstruction Phase IV	0.0	1,000.0	1,000.0	0.0	1,000.0	1,000.0		142
	Anchorage	DOT	/	Anchorage International Airport, Annual Improvements	0.0	650.0	650.0	0.0	650.0	650.0		143
	Anchorage	DOT	/	Anchorage International Airport, Maintenance Equipment	0.0	605.0	605.0	0.0	605.0	605.0		144
7	Anchorage	DOT	/	Anchorage International Airport, Remote Ramp Shuttle Busses	0.0	500.0	500.0	0.0	500.0	500.0		145
7	Anchorage	DOT	/	Anchorage International Airport, Maintenance Facility Roof Upgrade	0.0	385.0	385.0	0.0	385.0	385.0		146
7	Anchorage	DOT	/	Anchorage International Airport, Satellite Drive Design	0.0	200.0	200.0	0.0	200.0	200.0		147
7	Anchorage	DOT	/	Anchorage Port Access Bridge Rehabilitation	0.0	1,040.0	1,040.0	0.0	1,040.0	1,040.0		1,438
7	Anchorage	DOT	/	Seward Highway, Bird Point - Girdwood Reconstruction	0.0	3,115.6	3,115.6	0.0	3,115.6	3,115.6		1,443
7	Anchorage	UA	/	Library Books and Periodical Acquisition	0.0	0.0	0.0	500.0	0.0	500.0		1,589
					0.0	40,531.7	40,531.7	500.0	40,531.7	41,031.7		Sun
16		DOT	/	Glenn Highway, Eklutna to Parks Highway Paving, Bridges and Interchanges	0.0	25,223.4	25,223.4	0.0	25,223.4	25,223.4		87
16		DOT	/	Glenn Highway, MP 115-118 Reconstruction	0.0	5,605.2	5,605.2	0.0	5,605.2	5,605.2		89
16		DOT	/	Glenn Highway, Eklutna to Parks Highway Interchange	0.0	4,857.8	4,857.8	0.0	4,857.8	4,857.8		91
16		DOT	/	Glenn Highway Erosion Control	0.0	1,136.8	1,136.8	0.0	1,136.8	1,136.8		95
16		DOT	/	Matanuska-Susitna Intersection Improvements	0.0	1,074.3	1,074.3	0.0	1,074.3	1,074.3		98
16		DOT	/	Parks Highway Rehabilitation, Chulitna Bridge Redeck	0.0	2,802.6	2,802.6	0.0	2,802.6	2,802.6		99
16		DOT	/	Glenn Highway, MP 109-118 Reconstruction	0.0	794.1	794.1	0.0	794.1	794.1		105
16		DOT	/	Bridge Replacement, Clark-Wolverine Road/Wolverine Creek	0.0	200.0	200.0	0.0	200.0	200.0		107
16		DOT	/	Central Region Bridge Replacement, Schrock Road	0.0	1,040.0	1,040.0	0.0	1,040.0	1,040.0		1,439
					0.0	42,734.2	42,734.2	0.0	42,734.2	42,734.2		Sun
17		DOT	/	Alaska Highway, MP 1386 North Preliminary Engineering	0.0	1,500.0	1,500.0	0.0	1,500.0	1,500.0		1,441
17		DOT	/	Richardson Highway, MP 106-115 Rehabilitation	0.0	3,000.0	3,000.0	0.0	3,000.0	3,000.0		1,442
17		DOT	/	Alaska Highway, MP 1830 North	0.0	0.0	0.0	0.0	1,675.0	1,675.0		1,585
17		DOT	/	Alaska Highway, MP 1222 North Overlay	0.0	0.0	0.0	3,100.0	0.0	3,100.0		1,587
17		DOT	/	Taylor Highway (ROW)	0.0	0.0	0.0	0.0	152.0	152.0		1,590
17	Anderson	DOT	/	Anderson Road Rehabilitation	0.0	1,100.0	1,100.0	0.0	1,100.0	1,100.0		1,440
17	Chitina	DOT	/	Chitina Airport Improvements	0.0	1,000.0	1,000.0	0.0	1,000.0	1,000.0		46
17	Clear	DOT	/	Clear Airport Improvements	0.0	800.0	800.0	0.0	800.0	800.0		47
17	Delta Area	DOT	/	Richardson Highway, MP 2E Erosion Control	0.0	520.0	520.0	0.0	520.0	520.0		36
17	Gulkana	DOT	/	Gulkana Airport Improvements	0.0	1,850.0	1,850.0	0.0	1,850.0	1,850.0		53
17	McCarthy	DOT	/	McCarthy Runway Resurfacing, Lights	0.0	1,780.0	1,780.0	0.0	1,780.0	1,780.0		56

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17	Northway Area	DOT	/	Alaska Highway, MP 1268 Slide	0.0	1,380.0	1,380.0	0.0	1,380.0	1,380.0		22
17	Tok	DOT	/	Tok Cutoff, MP 30 East Preliminary Engineering	0.0	700.0	700.0	0.0	700.0	700.0		178
17	Tok	DOT	/	Tok Cut-Off, MP 52-65	0.0	0.0	0.0	0.0	15,000.0	15,000.0		1,584
					0.0	13,630.0	13,630.0	3,100.0	30,457.0	33,557.0		Sun
18	North Pole	DOT	/	Badger Road Reconstruction	0.0	650.0	650.0	0.0	650.0	650.0		23
					0.0	650.0	650.0	0.0	650.0	650.0		Sun
19		DOT	/	Steese Highway Overlay MP 10 North	0.0	875.0	875.0	0.0	875.0	875.0		2,567
19	Central	DOT	/	Steese Highway, MP 81-126 Rehabilitation	0.0	4,200.0	4,200.0	0.0	4,200.0	4,200.0		37
19	Central	DOT	/	Steese Highway, Crooked Creek Erosion	0.0	550.0	550.0	0.0	550.0	550.0		38
19	Fox	DOT	/	Elliott Highway, MP 7-28 Rehabilitation	0.0	900.0	900.0	0.0	900.0	900.0		27
					0.0	6,525.0	6,525.0	0.0	6,525.0	6,525.0		Sun
20	Fairbanks	DOT	/	Airport Way, Peger Intersection Upgrade	0.0	850.0	850.0	0.0	850.0	850.0		21
20	Fairbanks	DOT	/	FMATS Traffic System Improvements	0.0	235.0	235.0	0.0	235.0	235.0		29
20	Fairbanks	DOT	/	Johansen Expressway, Farmers Loop Connector	0.0	1,370.0	1,370.0	0.0	1,370.0	1,370.0		30
20	Fairbanks	DOT	/	Parks Highway Four Lane Widening	0.0	11,000.0	11,000.0	0.0	11,000.0	11,000.0		33
20	Fairbanks	DOT	/	Parks Highway, Chena Ridge Interchange	0.0	3,100.0	3,100.0	0.0	3,100.0	3,100.0		34
20	Fairbanks	DOT	/	Richardson Highway Interchange Construction	0.0	950.0	950.0	0.0	950.0	950.0		35
20	Fairbanks	DOT	/	Fairbanks International Airport, Access Control System, Phase II	0.0	2,000.0	2,000.0	0.0	2,000.0	2,000.0		148
20	Fairbanks	DOT	/	Fairbanks International Airport, NW Apron and Taxiway, Phase II	0.0	2,000.0	2,000.0	0.0	2,000.0	2,000.0		149
20	Fairbanks	DOT	/	Fairbanks International Airport, Maintenance Equipment	0.0	400.0	400.0	0.0	400.0	400.0		150
20	Fairbanks	DOT	/	Fairbanks International Airport, Annual Improvements	0.0	300.0	300.0	0.0	300.0	300.0		151
20	Fairbanks	DOT	/	Fairbanks International Airport, DEC Approved Fire Training Area, Phase II	0.0	250.0	250.0	0.0	250.0	250.0		152
					0.0	22,455.0	22,455.0	0.0	22,455.0	22,455.0		Sun
22	Barrow	DOT	/	Barrow ARFF Building	0.0	1,400.0	1,400.0	0.0	1,400.0	1,400.0		43
22	Deering	DOT	/	Deering Right-of-Way	0.0	120.0	120.0	0.0	120.0	120.0		49
22	Deering	DOT	/	Deering Snow Removal Equipment and Building	0.0	250.0	250.0	0.0	250.0	250.0		50
22	Point Hope	DOT	/	Point Hope Airport Lighting	0.0	375.0	375.0	0.0	375.0	375.0		58
					0.0	2,145.0	2,145.0	0.0	2,145.0	2,145.0		Sun
23	Dionede	DOT	/	Dionede Vertiport	0.0	1,400.0	1,400.0	0.0	1,400.0	1,400.0		51
23	Kotlik	DOT	/	Kotlik Airport Master Plan	0.0	187.5	187.5	0.0	187.5	187.5		134

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23	None	DOT	/	None-Taylor Highway, MP 0 North Construction	0.0	600.0	600.0	0.0	600.0	600.0		31
23	Scannon Bay	DOT	/	Scannon Bay Airport Runway and Apron Improvements	0.0	1,000.0	1,000.0	0.0	1,000.0	1,000.0		123
23	Scannon Bay	DOT	25/48	Scannon Bay Dock Relocation	80.0	0.0	80.0	80.0	0.0	80.0		83
23	Shaktoolik	DOT	/	Shaktoolik Runway Extension	0.0	2,000.0	2,000.0	0.0	2,000.0	2,000.0		61
23	Shishnaref	DOT	/	Shishnaref Snow Removal Equipment and Building	0.0	250.0	250.0	0.0	250.0	250.0		62
23	Wales	DOT	/	Wales Airport Improvements	0.0	1,100.0	1,100.0	0.0	1,100.0	1,100.0		63
23	White Mountain	DOT	/	White Mountain Airport Improvements	0.0	2,300.0	2,300.0	0.0	2,300.0	2,300.0		64
					80.0	8,837.5	8,917.5	80.0	8,837.5	8,917.5		Sun
24		DOT	/	Dalton Highway, 9 Mile Hill North Rehabilitation	0.0	3,200.0	3,200.0	0.0	3,200.0	3,200.0		25
24		DOT	/	Dalton Highway, Yukon Bridge Redeck	0.0	600.0	600.0	0.0	600.0	600.0		26
24		DOT	/	Dalton Highway Bridge Repairs	0.0	7,850.0	7,850.0	0.0	7,850.0	7,850.0		1,444
24		DOT	/	Glenn Highway, MP 118 North	0.0	8,500.0	8,500.0	0.0	8,500.0	8,500.0		1,445
24	Allakaket	DOT	/	Allakaket Airport Improvements	0.0	1,750.0	1,750.0	0.0	1,750.0	1,750.0		42
24	Beaver	DOT	/	Beaver Snow Removal Equipment and Building	0.0	250.0	250.0	0.0	250.0	250.0		44
24	Chalkyitsik	DOT	/	Chalkyitsik Snow Removal Equipment and Building	0.0	250.0	250.0	0.0	250.0	250.0		45
24	Coldfoot	DOT	/	Coldfoot Airport Improvements	0.0	1,050.0	1,050.0	0.0	1,050.0	1,050.0		48
24	Fort Yukon	DOT	/	Fort Yukon Airport Resurfacing	0.0	750.0	750.0	0.0	750.0	750.0		52
24	Kaltag	DOT	/	Kaltag Runway Extension	0.0	190.0	190.0	0.0	190.0	190.0		54
24	Kasigluk	DOT	/	Kasigluk Airport Improvements	0.0	2,156.3	2,156.3	0.0	2,156.3	2,156.3		117
24	Lake Minchunina	DOT	/	Lake Minchunina Snow Removal Equipment and Building	0.0	250.0	250.0	0.0	250.0	250.0		55
24	McGrath	DOT	/	McGrath Airport Runway Reconstruction	0.0	6,281.3	6,281.3	0.0	6,281.3	6,281.3		110
24	McGrath	DOT	/	McGrath ARFF Vehicle and Building	0.0	562.5	562.5	0.0	562.5	562.5		127
24	Minto	DOT	/	Elliott Highway, MP 86 North	0.0	1,000.0	1,000.0	0.0	1,000.0	1,000.0		28
24	Ranpart	DOT	/	Ranpart Snow Removal Equipment	0.0	200.0	200.0	0.0	200.0	200.0		59
24	Ruby	DOT	/	Ruby Airport Improvements	0.0	650.0	650.0	0.0	650.0	650.0		60
24	Saint Marys	DOT	/	Saint Marys Airport Improvements	0.0	600.0	600.0	0.0	600.0	600.0		126
					0.0	36,090.1	36,090.1	0.0	36,090.1	36,090.1		Sun
25	Bethel	DOT	/	Bethel ARFF Vehicle, Building and Fencing	0.0	1,593.8	1,593.8	0.0	1,593.8	1,593.8		121
25	Eek	DOT	/	Eek Airport Land Acquisition	0.0	187.5	187.5	0.0	187.5	187.5		132
25	Kasigluk	DOT	/	Kasigluk Airport Land Acquisition	0.0	187.5	187.5	0.0	187.5	187.5		133
25	Napaskiak	DOT	/	Napaskiak Airport Reconstruction	0.0	462.0	462.0	0.0	462.0	462.0		128
25	Newtok	DOT	/	Newtok Airport Reconstruction	0.0	1,000.0	1,000.0	0.0	1,000.0	1,000.0		2,034
					0.0	3,430.8	3,430.8	0.0	3,430.8	3,430.8		Sun
26		DOT	/	Airport Fencing, St. Paul/Unalaska/Cold Bay/Port Heiden	0.0	1,350.0	1,350.0	0.0	1,350.0	1,350.0		130

ED	COMMUNITY	AGENCY	AGY FRI	DESCRIPTION (Truncated to 85 characters)	AGY GF	AGY OF	AGY TOTAL	GOV GF	GOV OF	GOV TOTAL	DEF MAINT	REF #
26	Dillingham	DOT	/	Dillingham Airport Improvements and Apron Expansion	0.0	438.5	438.5	0.0	438.5	438.5		129
26	Dillingham	DOT	8/48	Dillingham Airport Sewer	350.0	0.0	350.0	350.0	0.0	350.0		883
26	Egegik	DOT	/	Egegik Airport Reconstruction and Relocation	0.0	1,875.0	1,875.0	0.0	1,875.0	1,875.0		118
26	King Cove	DOT	29/48	King Cove Harbor Dock Construction	250.0	0.0	250.0	250.0	0.0	250.0		68
26	Naknek	DOT	/	Naknek Airport Reconstruction and Relocation	0.0	3,281.3	3,281.3	0.0	3,281.3	3,281.3		111
26	Port Alsworth	DOT	/	Port Alsworth Airport Acquisition	0.0	1,171.9	1,171.9	0.0	1,171.9	1,171.9		122
26	Port Heiden	DOT	/	Port Heiden ARFF Vehicle and Building	0.0	650.0	650.0	0.0	650.0	650.0		114
26	Sand Point	DOT	/	Sand Point Airport Improvements, Phase II & III	0.0	6,310.0	6,310.0	0.0	6,310.0	6,310.0		113
26	Unalaska	DOT	/	Unalaska Airport Storm Protection	0.0	1,875.0	1,875.0	0.0	1,875.0	1,875.0		119
					600.0	16,951.7	17,551.7	600.0	16,951.7	17,551.7		Sun
27	Chignik	DOT	/	Chignik Airport Improvements	0.0	1,007.8	1,007.8	0.0	1,007.8	1,007.8		1,437
27	Chignik Lagoon	DOT	/	Chignik Lagoon Airport, Reconstruction/Relocation/Land	0.0	2,343.8	2,343.8	0.0	2,343.8	2,343.8		116
27	Kodiak	DOT	/	Kodiak Rezanoff Intersections Improvements	0.0	266.0	266.0	0.0	266.0	266.0		103
27	Larsen Bay	DOT	/	Larsen Bay Airport Improvements	0.0	937.5	937.5	0.0	937.5	937.5		125
					0.0	4,555.1	4,555.1	0.0	4,555.1	4,555.1		Sun
99		DCED	3/11	Economic Development Matching Grants Program	1,200.0	0.0	1,200.0	800.0	0.0	800.0		461
99		DCRA	5/13	Weatherization/Energy Conservation/Retrofit Project	1,000.0	2,500.0	3,500.0	2,000.0	2,500.0	4,500.0		211
99		DCRA	7/13	Economic Diversity and Rural Development Grant Programs	1,000.0	0.0	1,000.0	1,000.0	5,100.0	6,100.0		213
99		DNR	/	Visitor Facility Maintenance and Improvements	0.0	0.0	0.0	200.0	0.0	200.0		1,586
99		DOT	/	Northern Region Safety Program	0.0	1,300.0	1,300.0	0.0	1,300.0	1,300.0		32
99		DOT	/	Northern Region Highways PE, ROW & Utilities	0.0	7,045.0	7,045.0	0.0	7,045.0	7,045.0		41
99		DOT	/	Northern Region Airport Master Plans	0.0	1,400.0	1,400.0	0.0	1,400.0	1,400.0		57
99		DOT	/	Northern Region Aviation PE, ROW & Utilities	0.0	1,910.0	1,910.0	0.0	1,910.0	1,910.0		65
99		DOT	/	Central Region Highways Preliminary Engineering	0.0	6,500.0	6,500.0	0.0	6,500.0	6,500.0		90
99		DOT	/	Central Region Safety Program	0.0	1,350.0	1,350.0	0.0	1,350.0	1,350.0		94
99		DOT	/	Central Region Railroad Crossing Improvements	0.0	450.0	450.0	0.0	450.0	450.0		100
99		DOT	/	Central Region Aviation Preliminary Engineering	0.0	937.5	937.5	0.0	937.5	937.5		124
99		DOT	/	Southeast Region Highway Safety Improvement Program	0.0	400.0	400.0	0.0	400.0	400.0		168
99		DOT	/	Southeast Region Aviation PE, ROW & Utilities	0.0	300.0	300.0	0.0	300.0	300.0		179
99		DOT	/	Southeast Region, Southeast Alaska Airport Layout Plans	0.0	150.0	150.0	0.0	150.0	150.0		180
99		DOT	/	Taku Repower	0.0	1,443.7	1,443.7	0.0	1,443.7	1,443.7		860
99		DOT	/	Fleetwide Solas Upgrade	0.0	177.4	177.4	0.0	177.4	177.4		863
99		DOT	/	Matanuska Galley and Dining Refurbishing	0.0	133.0	133.0	0.0	133.0	133.0		867
99		DOT	/	Shipboard Waste Handling System	0.0	177.4	177.4	0.0	177.4	177.4		868
99		DOT	/	FY92 Statewide Equipment Fleet Refurbishment/Replacement Program	0.0	12,300.0	12,300.0	0.0	12,300.0	12,300.0		898
99		DOT	/	Statewide Airport Leased Land Acquisition	0.0	750.0	750.0	0.0	750.0	750.0		913

ED	COMMUNITY	AGENCY	AGY PRI	DESCRIPTION (Truncated to 85 characters)	AGY GF	AGY OP	AGY TOTAL	GOV GF	GOV OF	GOV TOTAL	DEF MAINT	REF #
99		DOT	/	Statewide Georeferencing Monumentation	0.0	500.0	500.0	0.0	500.0	500.0		915
99		DOT	/	Statewide Alaska Aviation System Plan Update	0.0	500.0	500.0	0.0	500.0	500.0		916
99		DOT	/	Statewide Urban Area Planning	0.0	335.0	335.0	0.0	335.0	335.0		918
99		DOT	/	Statewide National Highway Institute	0.0	200.0	200.0	0.0	200.0	200.0		919
99		DOT	/	Statewide U.S. Geological Survey Flood Analysis	0.0	185.0	185.0	0.0	185.0	185.0		920
99		DOT	/	Malaspina Hotel Refurbishing	0.0	500.0	500.0	0.0	500.0	500.0		1,312
99		DOT	/	Tustumena Repower	0.0	266.0	266.0	0.0	266.0	266.0		1,313
99		DOT	1/3	Statewide Research Program	500.0	550.0	1,050.0	0.0	550.0	550.0		910
99		DOT	1/48	General Fund Match for Federal-Aid Highways	28,400.0	0.0	28,400.0	28,400.0	0.0	28,400.0		896
99		DOT	2/48	General Fund Match for Federal-Aid Aviation	4,540.0	0.0	4,540.0	4,540.0	0.0	4,540.0		902
99		DOT	3/48	Statewide Advanced Project Definition	800.0	0.0	800.0	800.0	0.0	800.0		912
99		DOT	4/48	Statewide Annual Planning Work Program	590.0	550.0	1,140.0	590.0	550.0	1,140.0		909
99		DOT	5/48	Statewide U.S. Geological Survey Digital Mapping Program Match	30.0	0.0	30.0	30.0	0.0	30.0		922
99		DOT	6/48	Statewide Railroad Planning	15.5	36.0	51.5	15.5	36.0	51.5		921
99		DOT	7/48	Statewide Urban Mass Administration Transit Grants	6.0	394.0	400.0	6.0	394.0	400.0		917
99		DOT	9/48	Central Region Barrier Free Program	200.0	0.0	200.0	200.0	0.0	200.0		819
99		DOT	14/48	Alaska Marine Highway System Handicapped Vans	160.0	0.0	160.0	160.0	0.0	160.0		870
99		DOT	15/48	Northern Region Barrier Free Program	500.0	0.0	500.0	500.0	0.0	500.0		13
99		DOT	17/48	Statewide Underground Fuel Tank Replacement	3,500.0	0.0	3,500.0	2,000.0	0.0	2,000.0		905
99		DOT	19/48	Corps of Engineers Program	8,000.0	0.0	8,000.0	5,370.0	0.0	5,370.0		900
99		DOT	23/48	Resource Development Transportation Alternatives, Northwest Alaska	300.0	0.0	300.0	200.0	0.0	200.0		1,122
99		DOT	27/48	Statewide Annual Bridge Inspection and Inventory	420.0	750.0	1,170.0	0.0	750.0	750.0		908
					51,161.5	43,990.0	95,151.5	46,811.5	49,090.0	95,901.5		Sun
					113,956.5	289,350.9	403,307.4	54,506.5	311,277.9	365,784.4		Sun



House Transportation Committee

DATE: **2/28/91**

PLACE: **19**

SUBJECT OF MEETING:
HB 72 *HR 19*
HB 119

NAME	REPRESENTING	BUSINESS/PERSONAL MAILING ADDRESS	ZIP	(H) PHONE	(W) PHONE	DO YOU WANT TO TESTIFY?		WHAT SUBJECT/ WHICH BILL?
Steve Petersen	Fish & Game	214 Wildl. Ctr. P.O. Box 3-2000 Juneau AK	99801		465-4190	<input checked="" type="radio"/> Y	<input type="radio"/> N	HB 72
Henry Springer	DOT/PF	Box 2	99801		" 3900	<input checked="" type="radio"/> Y	<input type="radio"/> N	HB 119
Kesh Gerken	DOT/PF	Box 2	99801		" 3900	<input checked="" type="radio"/> Y	<input type="radio"/> N	Questions
Wendy Muldo	HTC	Box V	99801		4858	<input checked="" type="radio"/> Y	<input type="radio"/> N	Overview
						<input type="radio"/> Y	<input type="radio"/> N	
						<input type="radio"/> Y	<input type="radio"/> N	
						<input type="radio"/> Y	<input type="radio"/> N	
						<input type="radio"/> Y	<input type="radio"/> N	
						<input type="radio"/> Y	<input type="radio"/> N	
						<input type="radio"/> Y	<input type="radio"/> N	
						<input type="radio"/> Y	<input type="radio"/> N	

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HOUSE COMMITTEE REPORT

(7)

Date Referred: January 30, 1991

FURTHER REFERRALS: Health, Education and Social Services Finance

Date of Committee Action: 2/7/91

The TRANSPORTATION Committee considered:

HB 85

HOUSE BILL NO. 85

SCHOOL BUS SAFETY EQUIPMENT

"An Act relating to equipment required on a school bus; and providing for an effective date."

RECOMMENDATIONS:

be replaced with CS HB 85 [] the same title [x] a new title

[] have attached amendments(s)

[x] do pass

[] do not pass

[] no recommendations

[] individual recommendations

[] additional referral to the _____ Committee

ADOPTS: _____ letter of Intent

ATTACHES NEW FISCAL NOTE(s): (Dept)

APPROVES PREVIOUS: (Dept/Date)

[x] fiscal impact D.O.F.

[] fiscal note(s)

[] zero fiscal note

[] zero fiscal note(s)

SIGNING DO PASS:

SIGNING OTHER RECOMMENDATIONS:

	Check appropriate column:	Do Not Pass	No Rec	Amend
<i>Jim M...</i>				
<i>Paul Phillips</i>				
<i>Kevin L. Gorman</i>				
<i>Ernie Medina</i>				
<i>Bill Hudson</i>				
<i>Richard Storey</i>				

Richard Storey
Chairman's Signature

FISCAL NOTE

STATE OF ALASKA
1991 LEGISLATIVE SESSION

BILL NO. HB85

Revision Date: 2/21/91 Department Affected: Education
Title: Equipment required on a school bus BRU: K-12 Support
Component: Pupil Transportation

Sponsor: Navarre

Requestor: House Transportation COMPONENT SERIAL NO.

	1	4	4
--	---	---	---

Expenditures/Revenues: (Thousands of Dollars)

OPERATING	FY 92	FY 93	FY 94	FY 95	FY 96	FY 97
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	173.7	-0-	-0-	-0-	-0-	-0-

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

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

FUNDING: (Thousands of Dollars)

GENERAL FUND	173.7	-0-	-0-	-0-	-0-	-0-
FEDERAL FUNDS						
OTHER						
TOTAL						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

Estimate of current year impact: None

ANALYSIS: (Attach a separate page if necessary.)

See attached

Prepared By: Romayne Kareen Phone: 465-2865

Division: Education Finance & Support Date: 2/21/91

Approved by Commissioner: Steve Hole, Acting Commissioner

Agency: Education Date: 2/21/91

Distribution (by preparer): Legislative Finance, Legislative Sponsor, Requestor, OMB, & Impacted Agency(ies).

This fiscal note is updated to reflect revised estimates provided to the department by school districts for the number of Stop Arm Strobes needed under HB85.

Roof Mount Strobes:
630 buses X \$175 = \$110,250

Stop Arm Strobes:
423 buses X \$150 = \$63,450

Total estimated FY92 cost: \$173,700

AMENDMENT

OFFERED IN THE HOUSE

TO: HB 85

BY REPRESENTATIVE NAVARRE

Page 1, line 1, following "to":

Insert "strobe light"

IV. Amendment to HB 85

1. Anchorage has asked for a "grandfathering clause" to exclude some of their current fleet of buses. Approximately 50 of their buses have roof strobes that are located in the center of their buses. These buses would be phased out as new buses are purchased.



ALASKA SCHOOL BUS SAFETY COMMITTEE

February 5, 1991

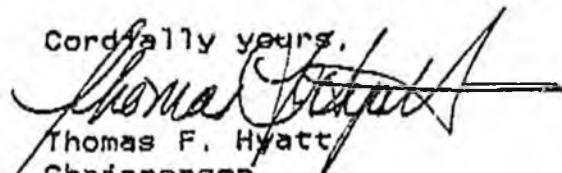
Representative Mike Navarre
P.O. Box V, Room 515
Juneau, AK 99811

Dear Sir:

The Alaska School Bus Safety Committee strongly supports House Bill 85, an act requiring school bus stop arms with alternating red strobe lights and a roof mounted white strobe light. The Safety Committee has researched and evaluated aspects of both strobe light systems and found them very effective in the visibility enhancement of school buses during Alaska's inclement weather. Alaska's unique and varied weather conditions severely limit visibility of school buses during their most vulnerable period, the loading and unloading of students.

It is also imperative that the Legislature supply the funding for these projects. Currently, school districts throughout the State are having their pupil transportation reimbursement funds prorated by the Department of Education due to funding short falls. The proposed budget by the Governor suggests further reductions in pupil transportation reimbursement funds. Additionally, school bus operators throughout the State are suffering the effects of extraordinary high fuel costs with no relief from these expenses. It would be unfair to ask either the Districts or Bus Operators to shoulder the expense for these items.

Cordially yours,



Thomas F. Hyatt
Chairperson

TFH/ec

Tom



ANCHORAGE SCHOOL DISTRICT

Pupil Transportation

3580 East Tudor Road

Anchorage, Alaska 99507

Area Code 907 — 583-3022

FAX 907-562-3957

February 4, 1991

Representative Mike Navarre
Alaska House of Representatives
Pouch V
Juneau, Alaska 99811
FAX 465-2278

Dear Representative Navarre,

The Anchorage School District believes that the addition of red strobe lights to the stop arm and white strobe lights to the roof of school buses will enhance school bus safety. All buses in our District, as well as Contracted bus fleets, have been equipped with red strobe lights on the stop arm since September 1989. The addition of these strobe lights has significantly reduced the number of motorists who pass stopped school buses. We also feel that the addition of roof mounted white strobe lights will further increase the visibility of school buses and increase the awareness of the presence of school buses with the general motoring public. Approximately 60% of the fleet have already been equipped with roof mounted strobe lights. The District made roof mounted strobe lights mandatory in our current transportation contracts. After the buses were delivered and began operating the Anchorage Police Department notified me that these lights were illegal and school bus drivers using the lights would be issued citations (see attached letter).

The Anchorage School District would support passage of House Bill 85 if the bill not only mandates installation of white roof mounted strobe lights, but also addresses use of the lights. I would also like to see an exception made on the location of the lights that are already installed. The Anchorage School District has almost fifty buses that have strobe lights mounted in the center of the roof.

Thank you for the interest that you have shown in school bus safety issues. If you need any additional information feel free to contact me at 563-3022.

Sincerely,

Steven Kalnes
Director of Transportation Services



NEA-ALASKA

AFFILIATED WITH THE NATIONAL EDUCATION ASSOCIATION

ANCHORAGE REGIONAL OFFICE

1411 W 33RD AVENUE
ANCHORAGE, ALASKA 99503
(907) 274-0536

JUNEAU OFFICE

105 MUNICIPAL WAY, SUITE 302
JUNEAU, ALASKA 99801
(907) 586-3090

FAIRBANKS REGIONAL OFFICE

2118 CUSHMAN STREET
FAIRBANKS, ALASKA 99701
(907) 456-4435

February 1, 1991

Rep. Mike Navarre
Alaska State Legislature
P.O. Box V
Juneau, AK 99811

Dear Rep. Navarre:

NEA-Alaska appreciates and supports your desire to improve school bus safety. It is very important that the safety of our children remain paramount and your legislation appears to meet those needs. If we can be of any assistance please let us know.

Sincerely,

Don Oberg
President



FAIRBANKS NORTH STAR BOROUGH SCHOOL DISTRICT

P.O. Box 71250 Fairbanks, Alaska 99707-1250 (907) 452-2000



February 1, 1991

Representative Navarre
PO Box V
Juneau, Alaska 99811

Dear Representative Navarre:

I would like to take this opportunity to offer my support for your efforts, through House Bill 85, to require strobe lights on school buses.

I am currently the transportation coordinator for the FNSB School District, a position I have held for the past 10 years. I have also been a member of the Alaska delegation to the 1985 and 1990 Conferences on National Minimum Standards for school buses. In addition, I participated in the development of the Alaska School Bus Driver Training Program and the Alaska Enhanced School Bus Inspection Program.

One of the major ways to protect the school bus and its passengers is to ensure that other motorists are aware of its presence. A "safety cushion" around a school bus is created by the unique color and lighting equipment that are part of existing school bus standards. This allows the motorists on the road the opportunity to take extra precautions, knowing that school children are nearby. Strobe lights, in the stop arm and on the roof, increase the effectiveness of this "safety cushion".

We have used white strobe lights on the tops of our school buses in Fairbanks for at least 15 years. (They have been on so long that no one remembers when they were first required.) They are particularly effective in the difficult conditions of darkness, snow, and ice fog in which we operate in Fairbanks. Under adverse conditions drivers are aware of the strobe long before seeing the actual bus itself. This can be a critical safety feature when visibility is reduced to less than 50 feet.

The best measure of the usefulness of strobes that I can offer is the public awareness their presence. The strobes are so much a part of school busing in Fairbanks that monitoring for compliance is not necessary. The public is so accustomed to seeing strobes on our buses that my office receives complaints when a bus

is running around without a strobe.

We have no direct experience with strobe in the stop paddles in Fairbanks. However, they were tested as part of a pilot project of the Alaska School Bus Safety Committee, and proved effective there as well. I have observed them on buses in the Kenai Peninsula area and found the strobes to be a great improvement over standard paddle lights.

Your efforts to increase the "safety cushion" around our school buses through the mandatory use of strobes is supported throughout the pupil transportation industry. The significant increase in safety certainly warrants the small additional cost to the price of an entire school bus. Your efforts to retrofit the existing buses in the state will create an immediate impact for a relatively low cost. Such an approach is far superior to a slow phase-in on new buses. In addition to the several year delay in equipping all buses in the state, the effort to raise public awareness would be diminished by the lack of standardized equipment between buses.

Thank you for your support of safe, effective pupil transportation. Do not hesitate to contact me if I can be of any assistance to your efforts.

Sincerely,



Bob Shefchik
Transportation Coordinator



Alaska School Transportation Association

COPY

FEB 12

Box 952 Delta Junction Alaska 99737

February 7, 1991

Representative Mike Navarre
Pouch V (MS 3100)
Juneau, Alaska 99811

RE: HB 85

Dear Representative Navarre:

I regret that I was unable to participate in this morning's scheduled teleconference regarding House Bill 85: "An Act relating to equipment required on a school bus...".

The matter of a statewide requirement for red strobe lights on stop arms and white strobe lights on the roof of buses has not been brought before the membership of this organization. While most would agree that these items provide increased visibility in some areas (such as Fairbanks), one wonders if the requirement is necessary in all areas? Not all areas of the state experience ice fog conditions.

Other vehicles (such as DOT road maintenance equipment and fuel tankers) use the white stobe lights, so their use will not automatically tell motorists there's a school bus in the vicinity.

Retrofitting all buses will certainly be a challenge -- school buses are already electrical and wiring "nightmares". This is not to say it would be impossible.

At any rate, if the requirements added to AS 28.05.104(b) (1) are to become law, then most definitely the fiscal appropriation in Sec. 2 is imperative!

If the Legislature adds these requirements, the state must be prepared to pay for same. School districts and school transportation contractors are already working with severe budget constraints due to reductions in funding and fuel costs which have sky-rocketed since the onset of the Persian Gulf crisis last fall.

It would be unreasonable to expect districts and contractors to bear the costs of retrofitting without reimbursement by the state. And I doubt that even the amounts noted in Sec. 2 will be adequate to cover all the costs of parts and installation labor. (There will also be additional maintenance expenses for these items.)

We will appreciate you keeping our association informed of developments as HB 85 proceeds through committees. If we can provide further suggestions or input, please let us know.

Cordially,

Loretta Nistler
Vice-president

cc: House Committees on Transportation; Health, Education and Social Services;
Finance
Sen. Dick Shultz; Rep. Johnny Gonzales
Romayne Kareen, Pupil Trans., DOE



House Transportation Committee

DATE: 2/7/91

PLACE: Room 17

SUBJECT OF MEETING:

HB 85 - Equipment on school buses

HB 72 - Exempting watercraft from transporter licenses

NAME	REPRESENTING	BUSINESS/PERSONAL MAILING ADDRESS	ZIP	(H) PHONE	(W) PHONE	DO YOU WANT TO TESTIFY?		WHAT SUBJECT/ WHICH BILL?
Steve Peterson	ANAFOS	P.O. Box 2-2000	99507	465	465 4101	<input checked="" type="radio"/>	N	Transporter HB72
Kurt West	Dept Commerce	PO Box D	99511		2543	<input checked="" type="radio"/>	N	Transporter HB72
Rep. Navarre	Alaska Legislature	P.O. Box V	99511		3706	<input checked="" type="radio"/>	N	School buses HB85
						<input type="radio"/>	N	
						<input type="radio"/>	N	
						<input type="radio"/>	N	
						<input type="radio"/>	N	
						<input type="radio"/>	N	
						<input type="radio"/>	N	
						<input type="radio"/>	N	



House Transportation Committee

DATE: 2/7/91

PLACE: Room 17

SUBJECT OF MEETING:
 HB 85 - Equipment on school buses
 HB 72 - Exempting watercraft from transporter licenses

NAME	REPRESENTING	BUSINESS/PERSONAL MAILING ADDRESS	ZIP	(H) PHONE	(W) PHONE	DO YOU WANT TO TESTIFY?		WHAT SUBJECT/ WHICH BILL?
Steve Peterson	ADPERS	P.O. Box 2000	99501	465-4100	465-4100	<input checked="" type="radio"/>	N	Transporter HB72
Kurt West	Dpt Commerce	PO Box D	99511		2543	<input checked="" type="radio"/>	N	Transporter HB72
Rep. Navarre	Alaska Legislature	P.O. Box V	99811		3706	<input checked="" type="radio"/>	N	School buses HB85
						<input type="radio"/>	N	
						<input type="radio"/>	N	
						<input type="radio"/>	N	
						<input type="radio"/>	N	
						<input type="radio"/>	N	
						<input type="radio"/>	N	
						<input type="radio"/>	N	
						<input type="radio"/>	N	

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FISCAL NOTE

Revision Date: 4/5/91
Title: Food/Housing at Remote Construction Sites

Department Affected: DOT&PF
ERU: Statewide Engineering & Operations Standards

Sponsor: House Transportation
Requestor:

Component: Eng. & Oper. Standards
Component Serial Number: 547

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY92	FY93	FY94	FY95	FY96	FY97
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	3.0	0	0	0	0	0
CONTRACTUAL	15.0	0	0	0	0	0
SUPPLIES	0	0	0	0	0	0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
TOTAL OPERATING:	18.0	0	0	0	0	0

CAPITAL	400.0	400.0	400.0	400.0	400.0	400.0
---------	-------	-------	-------	-------	-------	-------

REVENUE	0	0	0	0	0	0
---------	---	---	---	---	---	---

FUNDING: (Thousands of Dollars)

GENERAL FUNDS	418.0	400.0	400.0	400.0	400.0	400.0
FEDERAL FUNDS	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
TOTAL FUNDING:	0	0	0	0	0	0

POSITIONS

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

Estimate of current year impact: None.

ANALYSIS: (Attach a separate page if necessary)

See Attachment.

Prepared by: Jeffery C. Ottesen, Director

Phone: 465-2951

Division: Engineering and Operations Standards

Date: April 26, 1991

Approved by Commissioner: 
Frank G. Turpin

Phone: 465-3900

Agency: Department of Transportation and Public Facilities

Date: April 26, 1991

Distribution By Preparer: Legislative Finance, Legislative Sponsor, Requestor, OMB, Impacted Agency(ies).

ANALYSIS (cont. from page 1):

Regulations

There will be approximately \$18.0 in one-time administrative costs in FY 1992 due to the costs of implement regulations; these funds will be used for legal support, advertising, public hearings and travel to public hearings. Of this amount, \$15.0 is for contractual items (legal costs \$12.0, transcriptions \$2.0, advertising \$1.0) and \$3.0 is for travel and per diem to meetings.

Operating Costs

Administrative costs of establishing new contract specifications and having them reviewed by the Attorney General's office, regional staff and federal agencies will be borne by existing operating budgets.

Opportunity Costs: Federal-Aid Capital Programs

While not a new cost requiring an appropriation the bill has the effect of raising costs on certain federal-aid highway and aviation projects and thereby reducing buying power. This cost is essentially an opportunity cost to the program. It is estimated at \$2.0 to 3.0 million annually and will result in the delay of some projects as the schedule for highway and airport improvements will stretch out accordingly. It does appear as a cost on the fiscal note.

Capital Costs: General Funded Capital Programs

For the GF capital budget, we assumed that, on average, about \$4 million dollars of general funded construction would be defined as "remote" each year, and that the cost of a camp would contribute about 10% additional expense to these projects. This amount would vary with the size of the state's capital budget and the portion of the budget that is allocated to remote projects.

HOUSE BILL 89
by
REPRESENTATIVE RICHARD FOSTER

* I introduced this bill, after discussions with some construction union representatives, in order to resolve the problems the state's remote construction projects have incurred. The problems simply put are the unhealthy living conditions for the construction workers on those projects.

* It was brought to my attention that workers on many of the projects we are building around the state have terrible living conditions. It was reported to me that many of these living situations have been the sites of unsanitary conditions that have resulted in sickness for workers and environmental damage.

* As I understand it, the state used to allow for the costs of providing camps for workers on these projects until it became an item of a bidding war between union and non-union contractors. The end result was the lowering of living standards for innocent employees on both sides. In essence, the state realized a cost savings at the expense of the workers.

* DOTPF is probably tired of hearing the complaints of the construction unions regarding the living conditions their members have had to endure over the years. I want to make it clear that DOTPF is not to blame in this situation. It's DOTPF's job to ensure quality as well as a smooth flow of productivity. I also understand that DOTPF eventually tried to correct the problem by establishing campgrounds for the construction workers, but I feel that this is not adequate to ensure people don't have to live in tents where the weather can make things almost as miserable as not having outhouses and other facilities.

* I am glad that labor, DOTPF, and the AGC have been able to settle on a compromise on this issue. I would like to commend them for working together to take care of the people who essentially are our employees. They work for a private contractor,

but we create the jobs. I don't think the state intended to have workers living in the squalor that has been reported to me.

* Another positive effect this bill will provide is a vehicle for local hire. Obviously it's in the state's best interest as well as the contractors' to hire people from the area where the project is being built. The more people a contractor hires locally, the less people the contractor will be forced to feed and house.

* I would also like to point out that a simple solution such as per diem will not address the problem properly. I'm sure some workers would rather have the extra cash a per diem allowance would bring them, but the unsanitary and unhealthy living conditions would still exist.

* The technical details of the bill will be covered by DOTPF and the labor groups who have worked so long and hard on this bill.

Wendy
Alma requested
this from George's
office. Ingrid
called - what do
you think?
L

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THE POOR QUALITY OF THE ORIGINAL**

Alaska State Legislature



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Juneau, Alaska 99811
(907) 465-3707

OUT OF SESSION
PO Box 333
Kotzebue, Alaska 99752
(907) 442-3245

311 C Street
Nenah, Alaska 99503
(907) 7622

TO: Senator Curt Menard, Sponsor of SB 37 and
Senate Finance Committee members

FROM: Senator Al Adams *AAK*

RE: Proposed Committee Substitute for Senate Bill 37

DATE: May 11, 1991

The proposed Committee Substitute for Senate Bill 37 addresses the sponsor's concern for living conditions in remote public construction projects and my concern for the adverse effects of increased costs of remote projects.

These goals are accomplished in two ways. First, food and housing or transportation will have to be provided for those employees who choose these amenities under the same project specifications as in the Labor and Commerce Committee substitute. However, those employees who choose not to avail themselves of these benefits can opt out. Since opt-out employees willingly absorb the costs of food and housing, there is a need for a bonding benefit. That benefit is contained in the section of the bill which provides an employment preference. I have been advised by legal advisors that this preference would be constitutional. A bill to that effect is forthcoming. Section 1 of the bill now includes a findings section to justify the changes.

These provisions would most probably result in contractors actively seeking employees who would choose to opt-out so that contractor bid projections could be lowered and thus more competitive. This would result in reduced project costs to the state as opposed to the opposite effect if these measures were not in the bill. There is also a potential benefit in the selection of Alaska residents over non-residents since contractors might well be able to identify opt-out employees easier among the state's existing labor pool.

To protect contractors there is specific language that the waiver be in writing. In addition, the waiver is non-revokable so that employees would

Page 2

May 11, 1991

Proposed CS for Senate Bill 37

not abuse the preference benefit to secure employment and then attempt to change their status later regarding food and housing. Regulations overseeing the mechanisms of preference would be produced by the Department of Transportation as with the other regulations called for in this legislation.

There is one further change in the committee substitute found on page 2, line 9 by the addition of "or in determining gross weekly earnings under AS 23.30.220". This is to insure that food and housing costs are not included in the spendable weekly wage determinations for computing compensation of injured workers.

DIVISION OF LEGAL SERVICES

LEGISLATIVE AFFAIRS AGENCY STATE OF ALASKA

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(907) 465-3867 or 465-2450
FAX (907) 465-2029

Deliveries to: 240 Main Street
Court Plaza, Room 500
Mail Stop 3101

M E M O R A N D U M

May 11, 1991

SUBJECT: CSSSSB 37 () (Food & housing on remote state construction projects - P version dated 5/11/91)

TO: Senator Al Adams

FROM: Teresa B. Cramer *TBC*
Legislative Counsel

You have asked whether the enclosed draft raises constitutional issues because of the employment preference given to those construction workers who waive the requirement that food and housing or transportation be provided. In my opinion, the waiver probably is not unconstitutional as an impermissible employment preference.

The preference applies to anyone who waives the requirement that the construction contractor provide food and housing. Those who reside close to the project will be in a better position to waive that requirement, since they are more likely to have food and housing available to them, but nothing in the bill prevents anyone from securing local housing and providing for their own meals. Nor is a contractor prohibited from offering, for free or at a price, room and board to those who waive the requirement.

The most recent Alaska case to consider regional hiring preferences is State v. Enserch Alaska Construction, Inc., 787 P.2d 624 (Alaska, 1989). In that case the court held that the opportunity to obtain employment on public construction contracts was an important right under state equal protection analysis. Therefore, state statutes that interfered with the right would be subject to close scrutiny. The law under examination in the case required a regional preference for 50 percent of the jobs in particular trades on projects located in regions found to be economically depressed. The preference created by CSSSSB 95 () is not directly based on residence. It is available to anyone, resident or nonresident. Therefore, it is more likely to survive challenge under the state's equal protection clause than the statute in Enserch. However, given that the practical application will favor local residents there is some possibility that a court would find that the law violated the right of those not from the area of the project. However, it applies to projects in all areas of the state so it potentially offers benefits to a wider number of workers. The preference in Enserch.

Senator Al Adams
May 13, 1991
Page 2

The statutory requirement is skeletal only, and the department must implement it by regulation. How the preference is implemented may give rise to issues which are too speculative to examine in the time available for this memorandum.

If I may be of further assistance, please advise.

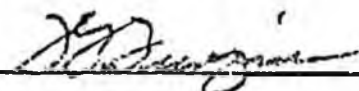
TC:lmb
91-186.lmb



Department of Transportation
and Public Facilities

POSITION PAPER

BILL NO: CSHB 89

APPROVED: 

TITLE: Food/Housing at
Remote Construction Sites

DATE: April 26, 1991

This bill represents a compromise between the department and labor unions regarding a statutory provision for camps on remote construction projects. While we are not enthusiastic about this bill, neither do we oppose it. Our position is neutral.

As background, camps were at one time required thru negotiated labor agreements. With the rise of non-union contractors, the cost of camps made union contractors less competitive, and in order to ensure union contractors could secure projects this provision was eliminated by negotiations. At remote projects unsanitary living conditions occurred as employees camped wherever they could find a site, without regard for trash disposal and basic sanitary requirements. In 1990, in response to the problem, the department adopted a contractual requirement for a contractor furnished campground at remote projects. Under this arrangement, the employee must provide the tent or camper and cook his/her own meals; the contractor provides, free of charge, a full-service camp site complete with power, water and a central lavatory, shower and laundry facility.

While we believe that mandatory campgrounds are a cost effective solution, union representatives have continued to stress their preference for contractor furnished housing and meals. Aside from the policy question of whether camps or campgrounds are appropriate, the original version of the bill was unworkable for practical reasons.

The sponsor substitute has effectively addressed the impracticalities. The requirement for camps will not apply to small or short duration projects. There is also a clear point of decision before the project is let, making it clear to all bidders as to what is required contractually. Finally, a contractor may weigh the cost of a camp against the cost of compensated transportation time in order to make the most economical decision.

For Further Information contact Katy McLough at 465-3900.

BILL NO: CSHB 89

TITLE: Food/Housing at Remote Construction Sites

DATE: April 26, 1991

While we are neutral toward the bill, we must point out the opportunity costs. Camps will in essence add to a contractor's overhead thus raising the cost of remote projects. As we operate with a fixed amount of federal money for airport and highway improvements, we will lose some purchasing power. On state-funded projects, remote projects will also require an incrementally larger appropriation. Estimates of these costs are found in our Fiscal Note.

Finally, we would like to offer a nominal amendment. The Association of General Contractors has requested that it be made explicit that when a camp is required, the state take steps to provide the site and secure necessary permits. It has always been our intent that we do so, because it removes the possibility of "sweetheart" deals regarding a site and prevents undue delays while the contractor seeks permits; we endorse a statutory requirement. Recommended is the following:

Section 1, paragraph (d) Unless a state construction contract is exempt under (b) or (c) of this section, the specifications for the contract must contain a provision setting out the requirement for providing food and housing at remote construction sites and the optional provisions for transportation services. When this provision is required the contract must include a designated site and relevant permits for the placement of contractor furnished housing.

HOUSE BILL 89
Testimony by
Don Rouleau, Business Agent
for
Alaska District Council of Laborers

* Camps were always included in the construction of the state's remote construction projects until it was discovered by a few non-union outside contractors that they could underbid Alaskan union contractors on jobs by deleting the costs of providing food and housing for their workers.

* Unfortunately, for construction workers non-union and union alike, the union contractors demanded that the contractual provisions be removed from the construction labor agreements. The unions reluctantly agreed. The contractors were then put on an even footing with the outside non-union contractors.

* The result has been a continual degradation of living conditions where there are no facilities within a reasonable distance to the jobsites. Union and non-union workers alike have been living in tents, visqueene lean-tos, the back seats of cars, and some have even built their own teepees. The lucky individuals who can afford a camper or motorhome have been fortunate enough to live off the ground and are staying dry.

* Unsanitary conditions have been the normal living environment for quite a few. Those who have campers have dug shallow holes and put their sewer hoses into barrels with holes punched into them to leach out both their grey and sewer water. Sometimes they let their sewer drain onto the ground or just drive down the road and put the hose into the ditch to empty it. Those less fortunate individuals who live in their cars and tents have been using any place that's convenient to relieve themselves.

* Imagine yourself working 12 hours a day to come home to a tent that has no facilities nearby. You've been working seven 12's for weeks and you haven't had a shower for almost as many. You then pull out the cookstove and warm up some soup and try to make a sandwich for something to eat before you fall asleep in the same clothes you woke up in that morning. You then wake up early around 4 am to make something for breakfast and something to take to the jobsite for lunch. Now imagine this in the rain, or the snow that sometimes falls in the latter part of the construction season.

* How long would you last under those conditions?

* If you had to work to support your family and you couldn't leave the job for fear of losing your home to the bank because you couldn't make your payments, you would have to stick it out even if it meant getting sick and living in misery.

* One of the big problems we've found is that the average construction worker can't afford to buy a camper to stay dry and warm. That worker finds a big flaw in the system because he can't afford not to work. If he refuses the job that is offered to him that day, he doesn't know if he'll get another that season. The poorer workers are discriminated against because of their financial status.

* Some people have claimed that this bill will work against local hire because it will be easier for outside workers to come up and be fed and housed by the contractor. The exact opposite is true - the more people a contractor hires near the actual jobsite, the less he will have to provide food and housing for.

* Furthermore, contractors who come up from outside and successfully bid on a job tell a lot of their people to get up to Alaska early and they often drive up in their campers ready to go to work. The the leave with out spending much of their money inside Alaska.

* The draft CS you have before you is the result of a few years of negotiations with DOTPF and the AGC. I hope you will find it in your hearts to alleviate the deplorable working conditions remote construction workers have to live with at the job site.

TELECOPY COVER SHEET

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TO: Adam / one FAX: 465-3242 PHONE: ---
FROM: Christi / Libby PHONE: 452-4448

INSTRUCTIONS:

Requested Testimony from Jack
Jackie this morning during
House

RECEIVED: Date _____ Time _____
SENT: Date 4/30 Time _____
Transportation Hearing

DISPOSAL OF ORIGINAL: Discard _____ Hold for Pickup _____

NUMBER OF PAGES: 2 (Not counting cover sheet)

SENT BY: Christi

Mr. Chairman
Members of the Committee

My name is Jack Jakubiec. I am a Business Agent for Local 302 of the Operating Engineer's Union. My office is in Fairbanks and my area of business is the Interior and the North Slope of Alaska. Local 302 has offices in Anchorage and Juneau and our collective area of jurisdiction is all of Alaska.

I am here to support House Bill #89. We view this as a health issue for our members.

Historically in Alaska, heavy and highway contractors have provided camps for their workers when the projects were in remote locations. In past years, all, or nearly all, of this work was done by union contractors. The old labor agreements typically required the contractor (employer) to provide board and lodging to all employees where the job was outside of a 40-mile radius of cities or towns that could provide adequate board and lodging.

Non-union contractors have no such camp requirement. This gives them a significant cost advantage over a union contractor. Under pressure from the union contractor to give them a level playing field against the non-union contractor, our union, as well as other unions, have eliminated the room and board requirements on all highway and bridge work in southeast Alaska and on the connected or linked highways in the rest of Alaska, the Dalton Highway excepted.

Now all contractors have the level playing field so earnestly sought but it has resulted in a derogation of the living conditions of our members while on the jobsite. Our members have adapted in many ways to the lack of board and room. The few affluent have purchased camp trailers, motor homes, or campers for their pickups and live in those either squatting alongside the road, at a nearby commercial campground, or in a few cases, in a campground built by the contractor. Many camp somewhere near the project in tents, visqueen shelters, and I have heard of living in dry culverts.

This is not a desirable way for the State to do its construction. There are many serious side effects to this; disposal of human waste, disposal of garbage, consumption of water from questionable source come quickly to mind. We have brought this problem to the attention of the State and have asked that the camp requirements be spelled out in bid documents of the individual projects. To date, no accord has been reached. Even if the State begins to do this it would be a regulatory change which could be changed back to the present method of doing business by a less sympathetic administration.

It would be desirable, from our viewpoint, to have this camp requirement a matter of law.

As a matter of comparison, the State employees on these same construction jobs I have been talking about are paid a per diem rate over and above their regular salary. The short term (30 days or less) per diem rate is \$80.00 per day. The long term (over 30 days) per diem rate is \$50.00 per day. This is somewhat like comparing apples and oranges because they still have to find a place to stay on or near these projects but, at least, are reimbursed for doing so. The construction contractor employees are not reimbursed in any extra way for housing themselves.

It is only reasonable that when the State of Alaska has contractors working for it, they require the contractor to furnish adequate room and board for its employees when there is no other available within a reasonable driving distance.

Thank you.

1. CALL MEETING TO ORDER
2. NOTE THE DATE: Tuesday, April 30th, 1991
NOTE TIME:
3. ROLL CALL OF MEMBERS PRESENT
4. DURING TODAY'S MEETING WE WILL TAKE UP:
HB 89 - Relating to food and housing at remote camp sites. Teleconferenced to Anchorage, Fairbanks + Kenai
Overview presentation by DOT on the statewide transportation plan.
5. INTRODUCE ANY SPECIAL GUESTS OR V.I.P.s
6. REQUEST ANY PERSONS WISHING TO TESTIFY TO SIGN THE WITNESS REGISTER

ANNOUNCEMENTS AT CLOSE OF MEETING

7. THE NEXT MEETING OF THE HOUSE TRANSPORTATION COMMITTEE WILL BE:
Tuesday, May 2nd, 1991
at this time, we will take up
HB 295
Discussion on DOT bidding and procurement procedures.
8. ADJOURN MEETING. NOTE TIME OF ADJOURNMENT.

SUBJECT LINE TO READ: TC NO.; PL/FS; SHORT SUBJECT; DATE

T/C NO: 91-04-194
DATE: 4-30-91
SPONSOR: HOUSE TRANSPORTATION
SUBJECT: HB89
MODERATOR: VESTA
SITE: SOLDOTNA

99669

local 341 - laborers
283-7484
laborers

PARTICIPANT LIST

TO TESTIFY

TESTIFYING

NAME/REPRESENTING	ADDRESS	PHONE	BILL NO.
1. BLAKE JOHNSON	<u>loc 311</u>		
2.			
3.			

(OBSERVING)

NAME/REPRESENTING	ADDRESS	PHONE	BILL NO.
1.			
2.			
3.			

SUBJECT LINE TO READ: TC NO.; PL FS; SHORT SUBJECT; DATE

T/C NO: 91-04-194
DATE: 04-30-91
SPONSOR: H TRANSPORTATION
SUBJECT: CONSTRUCTION
MODERATOR: JUDY
SITE: ANCHORAGE

PARTICIPANT LIST

TO TESTIFY

NAMES/REPRESENTING	ADDRESS	PHONE	BILL NO.
1. A. J. BEAR FIGKIARSKI	AK. ST. DIS. COMM OF LABORERS		
2.			
3.	Suite 140		
4.	2501 Commercial drive		
5.			
6.			

276-1640

94503

TO OBSERVE:

NAME/ REPRESENTING	ADDRESS	PHONE	BILL NO.
1.			
2.			

T/D NO: 91-04-194
DATE: APRIL 30, 1991
SPONSOR: HOUSE TRANSPORTATION COMMITTEE
SUBJECT: HB 89: FOOD/HOUSING AT REMOTE CONSTRUCTION SITES
MODERATOR: CHRISTI
SITE: FAIRBANKS

456-4584

315 Barnette
FBX, AK 99707

PARTICIPANT LIST

TO TESTIFY

NAME/REPRESENTING	ADDRESS	PHONE	BILL NO.
1. JACK JAMUBIEC --JUOE			HB 89
2.			
3.			
4.			

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Mary Van Nimwegen

House Transportation 4-30-91



House Transportation Committee

DATE: 4/30/91

PLACE: Room 17

SUBJECT OF MEETING:
 HB 89
 Overview by D.O.T

NAME	REPRESENTING	BUSINESS/PERSONAL MAILING ADDRESS	ZIP	(H) PHONE	(W) PHONE	DO YOU WANT TO TESTIFY?		WHAT SUBJECT/ WHICH BILL?
Don ROULEAU	Alaska Laborers	712 - W. 9th St. Juneau, AK.	99801	4315 586-3707	586-3107	<input checked="" type="radio"/>	<input type="radio"/>	Camp Bill HB - 89
Clyde Stoltzfus	DOT/PT	Box 2 Juneau, Ak. 99801	99801	789-1460	465-3400	<input checked="" type="radio"/>	<input type="radio"/>	State Transportation Plan
Bob Ward	ABC					<input type="radio"/>	<input type="radio"/>	
D Donley						<input type="radio"/>	<input type="radio"/>	
						<input type="radio"/>	<input type="radio"/>	
						<input type="radio"/>	<input type="radio"/>	
						<input type="radio"/>	<input type="radio"/>	
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						<input type="radio"/>	<input type="radio"/>	
						<input type="radio"/>	<input type="radio"/>	

HB

102

HOUSE COMMITTEE REPORT

(7)

Date Referred: February 4, 1991

FURTHER REFERRALS:

Judiciary
Finance

Date of Committee Action: 3/21/91

The TRANSPORTATION Committee considered:

HB 102

HOUSE BILL NO. 102

LOWER ALCOHOL LIMIT TO 0.08

"An Act relating to the offense of operating a motor vehicle, aircraft, or watercraft while intoxicated; and providing for an effective date."

RECOMMENDATIONS: the same title
be replaced with _____ a new title

have attached amendments(s)

do pass

do not pass

no recommendations

individual recommendations

additional referral to the _____ Committee

ADOPTS: _____ letter of Intent

ATTACHES NEW FISCAL NOTE(S): (Dept)

APPROVES PREVIOUS: (Dept/Date)

fiscal impact DPS Collection Alcohol

fiscal note(s) _____

zero fiscal note _____

zero fiscal note(s) _____

SIGNING DO PASS:

SIGNING OTHER RECOMMENDATIONS:

	Check appropriate column:	Do Not Pass	No Rec	Amend
<i>Gene Kubine</i>	<i>Gene Kubine</i>		<input checked="" type="checkbox"/>	
<i>Donn A. Lavin (w/ fiscal notes & w/ reduction of presumptive limit to 0.04%)</i>	<i>Donn A. Lavin (w/ fiscal notes & w/ reduction of presumptive limit to 0.04%)</i>			
<i>Richard J. Daley</i>	<i>Richard J. Daley</i>			

Richard J. Daley
Chairman's Signature

FISCAL NOTE

STATE OF ALASKA
1991 LEGISLATIVE SESSION

BILL NO. HB 102

Revision Date: _____
Title: Lowering the DWI Blood
Alcohol to .08
Sponsor: Representative Donley
Requestor: House Transportation

Department Affected: Public Safety
BRU: DPS Statewide Support
Component: Contract Jails

COMPONENT SERIAL NO.

	5	2	2
--	---	---	---

EXPENDITURES/REVENUES: (Thousands of Dollars) (Inflation not Included)

OPERATING	FY 92	FY 93	FY 94	FY 95	FY 96	FY 97
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL	36.0	72.0	72.0	72.0	72.0	72.0
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	36.0	72.0	72.0	72.0	72.0	72.0

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

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

FUNDING: (Thousands of Dollars)

GENERAL FUND	36.0	72.0	72.0	72.0	72.0	72.0
FEDERAL FUNDS						
OTHER/PROG RCPT						
TOTAL	36.0	72.0	72.0	72.0	72.0	72.0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

Estimate of current year impact none

ANALYSIS: (Attach a separate page if necessary)

See attached analysis.

JMC Prepared by: Capt. Thomas T. Stearns Phone: 465-4322
Division: Office of the Commissioner Date: 3/20/91
Approved by Commissioner: *Richard L. Burton* Richard L. Burton
Agency: Department of Public Safety Date: 3/20/91

Distribution (by preparer): Legislative Finance, Legislative Sponsor, Requestor, OMB, & Impacted Agency(ies).

The Department of Public Safety contracts with 19 communities for jail service for persons charged with violation of state laws. This includes housing of defendants pending arraignment or release on bail; many persons sentenced for DWI convictions also serve their jail sentences in local "contract jails".

The annual average number of persons housed in contract jails over the last four years for DWI is 1,937. Those persons spent an annual average of 6,000 prisoner days within the facility. The average FY 90 daily cost per person was \$120.00.

Assuming a 10% increase in DWI arrests upon the passage of HB 102, there will be an annual estimated increase in contract costs of \$72,000.

$$\begin{aligned} 10\% \times 6,000 \text{ average annual prisoner days} &= 600 \\ 600 \times \$120.00 \text{ average prisoner day cost} &= \$72,000 \end{aligned}$$

FISCAL NOTE

STATE OF ALASKA
1991 LEGISLATIVE SESSION

BILL NO. HB 102

Revision Date: _____
Title: Lowering the DWI Blood
Alcohol to .08
Sponsor: Representative Donley
Requestor: House Transportation

Department Affected: Public Safety
BRU: Alaska State Troopers
Component: Detachments

COMPONENT SERIAL NO.

	7	9	9
--	---	---	---

EXPENDITURES/REVENUES: (Thousands of Dollars) (Inflation not Included)

OPERATING	FY 92	FY 93	FY 94	FY 95	FY 96	FY 97
PERSONAL SERVICES	136.3	272.6	272.6	272.6	272.6	272.6
TRAVEL	21.4	42.3	42.3	42.3	42.3	42.3
CONTRACTUAL	42.4	84.7	84.7	84.7	84.7	84.7
SUPPLIES	4.5	9.0	9.0	9.0	9.0	9.0
EQUIPMENT	103.8					
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	308.4	408.6	408.6	408.6	408.6	408.6

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

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

FUNDING: (Thousands of Dollars)

GENERAL FUND	308.4	408.6	408.6	408.6	408.6	408.6
FEDERAL FUNDS						
OTHER/PROG RCPT						
TOTAL	308.4	408.6	408.6	408.6	408.6	408.6

POSITIONS:

FULL-TIME	4	4	4	4	4	4
PART-TIME						
TEMPORARY						

Estimate of current year impact none

ANALYSIS: (Attach a separate page if necessary)

See attached analysis.

Prepared by: Francis C. Allan

Division: Alaska State Troopers

Phone: 269-5691

Date: 3/20/91

Approved by Commissioner: Richard L. Burton

Agency: Department of Public Safety

Richard L. Burton

Date: 3/20/91

Distribution (by preparer): Legislative Finance, Legislative Sponsor, Requestor, OMB, & Impacted Agency(ies).

This bill will have a significant impact on the Department of Public Safety. All DWI enforcement and training is now aimed at detecting, testing and convicting persons at levels of .10 or higher. New training will be prepared and annually delivered to all Public Safety Troopers.

Specific training will be aimed at detecting horizontal gaze nystagmus at the lower levels with other training aimed at detecting subtle driving clues presented by a .08 driver.

This legislation would be a message to the Department to increase enforcement activity and aim enforcement activity directly at the lower blood alcohol levels. Four additional State Troopers would be assigned DWI enforcement tasks in historically high accident areas statewide, to include Anchorage, Fairbanks, Palmer, Soldotna, and Glennallen.

Department of Public Safety needs would be as follows:

1. Annual Academy training for 24 DWI instructors (Travel and per diem)	\$12,000
2. Four-hour blocks of instruction annually for all DPS State Troopers in clue detection and upgrade horizontal gaze nystagmus	22,300
3. Four additional statewide AST Troopers for highway patrol areas	453,108
4. A continuing public information program aimed at informing the public of the new legislation for a time period before the law goes into effect and a public information program to maintain awareness and compliance.	<u>25,000</u>
Total FY 92 Cost (effective date 1/1/92)	\$308,408
Total Cost FY 93-FY 97	<u>\$408,608</u>

Average State Trooper Costs

PERSONAL SERVICES - 100

Salary - including 120 hours OT	\$47,560	
Benefits	<u>20,594</u>	
TOTAL PERSONAL SERVICES		\$68,154

TRAVEL AND PER DIEM - 200

Average - This will vary		
TOTAL TRAVEL AND PER DIEM		2,000

CONTRACTUAL - 300

Telephone/Postage, \$85 per month x 12	1,020	
Photo processing, \$40 per month x 12	480	
PSEA Physical exam, average	300	
PSEA Uniform Cleaning Allowance	636	
HWCF Vehicle - Monthly Replacement Cost \$605 per month + \$435 per month x 12	<u>12,480</u>	
TOTAL CONTRACTUAL		14,916

SUPPLIES AND MATERIALS - 400

Uniforms with all accessories, jacket, hats handcuffs, etc.	1,657	
Film supplies, office supplies	300	
Vehicle accessories - blanket, tire chains, snow tires, flares, etc.	<u>300</u>	
TOTAL SUPPLIES AND MATERIALS		2,257

EQUIPMENT - 500

Patrol vehicle - initial cost	21,000	
Car radio	1,900	
Portable radio w/ charger	2,400	
Firearms (revolver & shotgun)	550	
TOTAL EQUIPMENT		<u>25,950</u>

TOTAL TROOPER COST		<u>\$113,277</u>
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Four Troopers

PERSONAL SERVICES - 100

Four Troopers		
Salary - including		
120 hours OT	\$190,240	
Benefits	<u>82,376</u>	
TOTAL PERSONAL SERVICES		\$272,616

TRAVEL AND PER DIEM - 200

Average - This will vary		
TOTAL TRAVEL AND PER DIEM	2,000 x 4 =	8,000

CONTRACTUAL - 300

Telephone/Postage, \$85 per month x 12	1,020	
Photo processing, \$40 per month x 12	480	
PSEA Physical exam, average	300	
PSEA Uniform Cleaning Allowance	636	
HWCF Vehicle - Monthly Replacement Cost		
\$605 per month + \$435 per month x 12	<u>12,480</u>	
TOTAL CONTRACTUAL	14,916 x 4 =	59,664

SUPPLIES AND MATERIALS - 400

Uniforms with all accessories, jacket,		
hats handcuffs, etc.	1,657	
Film supplies, office supplies	300	
Vehicle accessories - blanket, tire chains,		
snow tires, flares, etc.	<u>300</u>	
TOTAL SUPPLIES AND MATERIALS	2,257 x 4 =	9,028

EQUIPMENT - 500 (One-time FY 92)

Patrol vehicle - initial cost	21,000	
Car radio	1,900	
Portable radio w/ charger	2,400	
Firearms (revolver & shotgun)	<u>650</u>	
TOTAL EQUIPMENT	25,950 x 4 =	<u>103,800</u>

TOTAL TROOPER COST		<u>\$453,108</u>
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Position Title State Trooper			No. of Positions 4	Range/Step 76/A	Barg. Unit PSEA
Time Status PFT	Staff Months 12		Location Statewide		Election District 99
Type of Expenditure			Justification		
1	2	Amount 3			
Salary*	190.2	////////////////////	Personal Services:		
Benefits*	82.4	////////////////////	4 PFT Salary and Benefits \$272,616		
Premium Pay (Included in Above)	////////////////////	////////////////////	Travel and Per Diem: \$ 8,000		
Other	////////////////////	////////////////////	Contractual:		
Total Personal Services	////////////////////	272.6	Telephone \$4,080		
Travel		8.0	Photo 1,920		
Contractual		59.7	PSEA Physical 1,200		
Commodities		9.0	PSEA Uniform 2,544		
Equipment		103.8	HWCF <u>49,920</u> \$ 59,664		
Other			Supplies:		
Total Cost		453.1	Uniforms \$6,628		
			Film, etc. 1,200		
			Vehicle access <u>1,200</u> \$9,028		
Funding Source for Total Cost			Equipment (one-time):		
Federal Receipts	1002		Patrol vehicles (4) \$84,000		
G.F. Match	1003		Car Radios 7,650		
General Fund	1004	453.1	Portable Radios 9,600		
Program Receipts/GF	1005		Firearms <u>2,600</u> \$103,800		
I-A Receipts	1007				
CIP Receipts	1061				
Other					
* Personal Services Salary and Benefits Costs are from PACS calculations.					

REQUEST FOR
NEW POSITION

AGENCY Department of Public Safety
BRU Alaska State Troopers
COMPONENT Detachments

Page 5 of 5
Revised Date

FY 92

FISCAL NOTE

STATE OF ALASKA
1991 LEGISLATIVE SESSION

BILL NO. HB 102

Revision Date: _____
Title: Operating a motor vehicle
while intoxicated.
Sponsor: Representative Donley
Requestor: House Transportation

Department Affected: Public Safety
BRU: Motor Vehicles
Component: Driver Services

COMPONENT SERIAL NO.

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EXPENDITURES/REVENUES: (Thousands of Dollars) (Inflation not Included)

OPERATING	FY 92	FY 93	FY 94	FY 95	FY 96	FY 97
PERSONAL SERVICES	7.6	15.3	15.3	15.3	15.3	15.3
TRAVEL	1.2	2.4	2.4	2.4	2.4	2.4
CONTRACTUAL	.6	.6	.6	.6	.6	.6
SUPPLIES	.1	.1	.1	.1	.1	.1
EQUIPMENT	1.6	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
TOTAL OPERATING	11.1	18.4	18.4	18.4	18.4	18.4

CAPITAL	0	0	0	0	0	0
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REVENUE	0	0	0	0	0	0
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FUNDING: (Thousands of Dollars)

GENERAL FUND	11.1	18.4	18.4	18.4	18.4	18.4
FEDERAL FUNDS	0	0	0	0	0	0
OTHER/PROG RCPT	0	0	0	0	0	0
TOTAL	11.1	18.4	18.4	18.4	18.4	18.4

POSITIONS:

FULL-TIME	0	0	0	0	0	0
PART-TIME	1	1	1	1	1	1
TEMPORARY	0	0	0	0	0	0

Estimate of current year impact _____

ANALYSIS: (Attach a separate page if necessary)

See attached analysis.

JML Prepared by: Juanita M. Henslev Phone: 465-4335
Division: Motor Vehicles Date: 3/20/91
Approved by Commissioner: *Richard L. Burton* Richard L. Burton
Agency: Department of Public Safety Date: 3/20/91

Distribution (by preparer): Legislative Finance, Legislative Sponsor, Requestor, OMB, & Impacted Agency(ies).

The State of California adopted a .08 percent alcohol level effective January 1, 1990. Statistics from California show a 13% increase in arrests for the first year.

In 1990, the Department revoked approximately 5,000 drivers licensed as a result of .10 alcohol concentration or refusal to submit to a chemical test. If the number of arrests increased by 10% as a result of lowering the alcohol concentration to .08 percent, the Division of Motor Vehicles would be required to revoke approximately 500 additional driver's licenses, thus increasing the number of administrative hearings and requests for limited licenses.

A permanent part-time Clerk Typist III will be required to handle the clerical duties, relieving the hearing officers to handle the additional hearings. At the present time, the hearing officers are required to perform clerical duties such as setting up files, verifying records, copying records, typing correspondence. The estimated increase in arrests under this bill will increase the number of requests for administrative hearing and the number of limited licenses requested.

Travel expenses are based on two trips for FY92 and four trips per year for FY93 through FY97. Hearing Officers travel to Kodiak, Juneau, and Fairbanks when individuals request an administrative review hearing to contest the revocation of their driver's license or to request a limited license. Travel is only done when the individual requests an in-person hearing; otherwise hearings are conducted telephonically.