

ALASKA LEGISLATURE COMMITTEE FILES 1993-1994 8672

8197 HOUSE TRANSPORTATION

462

Position Title Attorney III		No. of Positions 1	Range / Step 22A	Barg. Unit PX
Time Status PFT	Staff Months 12	Location Anchorage		Election District 7/15
TYPE OF EXPENDITURE		AMOUNT		
Salary		53,304		
Benefits		19,011		
Premium Pay				
Other				
Total Personal Services		73,315		
Travel		5,000		
Contractual		7,400		
Commodities		4,100		
Equipment		6,500		
Other				
Total Cost		95,300		
FUNDING SOURCE FOR TOTAL COST				
Federal Receipts1002				
G.F. Match1003				
General Fund1004		95,300		
I-A Receipts1007				
CIP Receipts1061				
Other				
Justification This position is needed to handle the 300 or more additional class A misdemeanors that are expected if HB 61 is enacted. The bill will lower the blood alcohol content from 0.10 percent to 0.08 percent for driving while under the influence of alcohol, resulting in a potential increase of 10 percent in the number of DWI prosecutions handled by the Anchorage District Attorney's Office and other offices in the District where the Anchorage office provides overload and relief coverage. Because of skills required to prosecute class A misdemeanors, this position should be allocated to the Attorney III level.				

Request For New Position

AGENCY DEPARTMENT OF LAW
 BRU Prosecution
 COMPONENT Third Judicial District 0087

FY 94

Page 1 of 2
 Revised Date:

Position Title Legal Secretary I		No. of Positions 1	Range / Step 10B	Barg. Unit GGU
Time Status PFT	Staff Months 12	Location Anchorage		Election District 7/15
TYPE OF EXPENDITURE		AMOUNT		
Salary		25,524		
Benefits		11,780		
Premium Pay				
Other				
Total Personal Services		37,304		
Travel				
Contractual		4,500		
Commodities		4,100		
Equipment		8,500		
Other				
Total Cost		54,404		
FUNDING SOURCE FOR TOTAL COST				
Federal Receipts1002				
G.F. Match1003				
General Fund1004		54,404		
I-A Receipts1007				
CIP Receipts1061				
Other				
Justification This position is needed to handle the paperwork and witness scheduling for an additional 300 misdemeanors that are expected to be handled if HB 61 is enacted. Full-time legal secretarial assistance is required due to the large number of misdemeanor trials that are expected. Preparation of legal pleadings and other documentation is appropriately handled by the Legal Secretary I classification.				

Request For New Position

AGENCY DEPARTMENT OF LAW
 BRU Prosecution
 COMPONENT Third Judicial District 0087

FY 94

FISCAL NOTE

STATE OF ALASKA
1993 LEGISLATIVE SESSION

BILL NO. HB 61

Revision Date: _____ Dept. Affected: Department of Corrections
 Title: "An Act relating to the offense of BRU: Statewide Programs; Institutions
operating a motor vehicle... while intoxicated..." Component: Statewide Programs; Institutions
 Sponsor: Rep. Nordlund
 Requestor: Rep. Nordlund COMPONENT SERIAL NO. 1860: 1858

Expenditures/Revenues:

	(Thousands of Dollars)					
	FY94	FY95	FY96	FY97	FY98	FY99
OPERATING						
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-
CAPITAL						
REVENUE FUND SOURCE:	-0-	-0-	-0-	-0-	-0-	-0-

FUNDING:

(Thousands of Dollars)

	FY94	FY95	FY96	FY97	FY98	FY99
1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1006 GF/MHTIA						
Other						
TOTAL	-0-	-0-	-0-	-0-	-0-	-0-

POSITIONS:

	FY94	FY95	FY96	FY97	FY98	FY99
FULL-TIME						
PART-TIME						
TEMPORARY						

Estimate of current year (FY93) impact: \$ -0-

ANALYSIS: (Attach a separate page if necessary)

See attached fiscal analysis.

Prepared by: Dana LaTour *D. LaTour* Phone: 465-3376
 Division: Office of the Commissioner Date: 2-23-93
 Approved by Commissioner: Lloyd G. Rupp *L. G. Rupp for* Date: 2-23-93
 Agency: Department of Corrections

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Fiscal Analysis

HB 61: "An Act relating to the offense of operating a motor vehicle, aircraft, or watercraft while intoxicated;"

Page 2

This bill amends AS 28 by lowering the blood alcohol limit for drunk driving from 0.10 to 0.08 percent. Although the crime remains a class a misdemeanor, the bill provides that a court shall impose a minimum mandatory fine of \$250. The department assumes that although the court can impose a sentence of incarceration, in most cases it will order only a fine.

The Department of Public Safety provided the department with data that shows the motorists stopped by Alaska State Troopers for suspicion of driving while under the influence of alcohol test on the intoximeter at an average blood alcohol level of 0.19 percent. Statistics from the Juneau Police Department show that in 1990 148 people were tested on the intoximeter, and none tested at between 0.08 and 0.10 percent.

Considering the infrequency of the number of offenders whose test result fall into the 0.08 and 0.10 rate, it is assumed that HB 61 will not have a significant fiscal impact on the Department.

FISCAL NOTE

STATE OF ALASKA
1993 LEGISLATIVE SESSION

BILL NO. HB 61

Revision Date: _____ Dept. Affected: Department of Corrections
 Title: "An Act relating to the offense of operating a motor vehicle... while intoxicated..." BRU: Statewide Programs; Institutions
 Component: Statewide Programs; Institutions
 Sponsor: Rep. Nordlund
 Requestor: Rep. Nordlund COMPONENT SERIAL NO. 1860; 1858

Expenditures/Revenues:

(Thousands of Dollars)

OPERATING	FY94	FY95	FY96	FY97	FY98	FY99
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-
CAPITAL						
REVENUE FUND SOURCE:	-0-	-0-	-0-	-0-	-0-	-0-

FUNDING:

(Thousands of Dollars)

FUNDING	FY94	FY95	FY96	FY97	FY98	FY99
1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1006 GF/MHTIA						
Other						
TOTAL	-0-	-0-	-0-	-0-	-0-	-0-

POSITIONS:

POSITIONS	FY94	FY95	FY96	FY97	FY98	FY99
FULL-TIME						
PART-TIME						
TEMPORARY						

Estimate of current year (FY93) impact: \$ -0-

ANALYSIS:

(Attach a separate page if necessary)

See attached fiscal analysis.

Prepared by: Dana LaTour
 Division: Office of the Commissioner
 Approved by Commissioner: Lloyd G. Rupp
 Agency: Department of Corrections

Phone: 465-3376
 Date: 2-23-93
 Date: 2-23-93

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FISCAL NOTE

STATE OF ALASKA
1993 LEGISLATIVE SESSION

BILL NO. HB 61

Revision Date: _____ Dept. Affected: Administration
 Title: "An Act relating to the offense of operating a motor vehicle, aircraft or watercraft while intoxicated" BRU: Public Defender Agency
 Component: Public Defender Agency
 Sponsor: Reps. Nordlund, Ulmer
 Requestor: _____ COMPONENT SERIAL NO. 1631

Expenditures/Revenues:

(Thousands of Dollars)

OPERATING	FY94	FY95	FY96	FY97	FY98	FY99
PERSONAL SERVICES	52.5	108.0	111.2	114.5	117.0	121.4
TRAVEL	-0-	-0-	-0-	-0-	-0-	-0-
CONTRACTUAL	-0-	-0-	-0-	-0-	-0-	-0-
SUPPLIES	1.0	1.0	1.0	1.0	1.0	1.0
EQUIPMENT	2.0	-0-	-0-	-0-	-0-	-0-
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	55.5	109.0	112.2	115.5	118.0	122.4

CAPITAL						
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REVENUE FUND SOURCE:						
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FUNDING:

(Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF	55.5	109.0	112.2	115.5	118.0	122.4
1005 GF/Program Receipts						
1006 GF/MHTIA						
Other						
TOTAL	55.5	109.0	112.2	115.5	118.0	122.4

POSITIONS:

FULL-TIME	2.0	2.0	2.0	2.0	2.0	2.0
PART-TIME						
TEMPCRARY						

Estimate of current year (FY93) impact: \$ _____

ANALYSIS: (Attach a separate page if necessary)

See attached.

Prepared by: John Salemi, Public Defender
 Division: Public Defender Agency
 Approved by Commissioner: Nancy Bear Usura
 Agency: Administration

Phono: 279-7541
 Date: _____
 Date: 2/24/93

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CONTINUATION of FISCAL NOTE ANALYSIS

For Bill/Resolution No. HB 61

HB 61 amends the state statutes regarding the crime of driving while under the influence of alcohol. The most significant change in the law proposed through this bill involves the amount of alcohol which a driver can have in his/her system in order to be found guilty of driving while intoxicated. Under present law a suspected drunk driver who takes a chemical test and is found with 0.10% or more (by weight) of alcohol in his/her blood is presumed by the court to be under the influence. If found guilty of said offense, mandatory minimum penalties must be imposed.

HB 61 lowers the amount of alcohol which needs to be found in the blood in order for a person to be presumed guilty of driving while intoxicated. This proposal also changes the evidentiary presumptions with respect to this issue. See Section 4, paragraph (a)(4), amending A.S. 28.35.033.

This bill makes distinctions, in terms of punishment, between those individuals who are convicted of DWI with an alcohol level of 0.10% or higher and those whose alcohol level is at least 0.08% but less than 0.10% blood alcohol level. It appears from the bill that a fine of \$250 is the only mandatory punishment. If this bill passes into law, it remains to be seen how the courts will otherwise distinguish, in terms of punishment, a .08% offender from a .10% offender.

The Public Defender supports all legislative enactments which reasonably deter driving while under the influence. Other states have lowered the blood alcohol level as is done through this proposal.

Fiscal Impact

There will be distinct fiscal impact on the Public Defender Agency if this bill becomes law. Under present law individuals who fall into the .08% - .10% range typically are offered a reduced charge of Reckless Driving in exchange for a plea of no contest. This charge carries no significant mandatory minimum penalties, does not have the same stigma as a DWI conviction and in other ways is a more acceptable resolution of a case, from a defendant's perspective, than is a conviction for drunk driving. If this bill passes it is anticipated that there will be more DWI charges and as a result more DWI clients wishing to exercise their right to trial. With the attorneys who handle misdemeanors in Anchorage and Fairbanks already carrying caseloads of over 100 cases, it is likely additional resources will be required so that effective legal representation can be provided. It is felt that the fiscal impact can be absorbed through the use of paralegals to assist attorneys in file organization, witness coordination and other related support work. As such, two paralegal positions are requested; one each for Anchorage and Fairbanks. In that the effective date for enactment is January 1, 1994, the requested FY 94 personal services expenditures are for one half of the fiscal year.

CONTINUATION of FISCAL NOTE ANALYSIS

For Bill/Resolution No. HB 61

Budget Analysis

Anchorage

Paralegal II 16A 25.8

Fairbanks

Paralegal II 16A 26.7

100	Personal Services	52.5
200	Travel	-0-
300	Contractual	-0-
400	Supplies	1.0
500	Equipment (one time)	<u>2.0</u>
	TOTAL	55.5

Position Title Paralegal Assistant II		No. of Positions 2	Range / Step 16/A	Barg. Unit GGU
Time Status PFT	Staff Months 24.0	Location EBA - JBA		Election District 7 - 20
TYPE OF EXPENDITURE		Amount	Justification HB 61 amends the state statutes regarding the crime of driving while under the influence of alcohol. The most significant change in the law proposed through this bill involves the amount of alcohol which a driver can have in their system in order to be found guilty of driving while intoxicated. If this bill passes it is anticipated that there will be more DWI charges and as a result more DWI clients wishing to exercise their right to trial. With the attorneys who handle misdemeanors in Anchorage and Fairbanks already carrying caseloads of over 100 cases, additional resources will be required so that effective legal representation can be provided. The fiscal impact can be absorbed through the use of paralegals to assist attorneys in file organization, witness coordination and other related support work. As such, two paralegal positions are requested; one each for Anchorage and Fairbanks.	
Salary	74,340			
Benefits	30,550			
Premium Pay				
Other				
Total Personal Services	104,890			
Travel	-0-			
Contractual	-0-			
Commodities	1.0			
Equipment	2.0			
Other				
Total Cost	107,890			
FUNDING SOURCE FOR TOTAL COST				
Federal Receipts	1002			
G.F. Match	1003			
General Fund	1004	107,890		
I-A Receipts	1007			
CPP Receipts	1061			
Other				

**Request For
New Position**

AGENCY Department of Administration
 BRU Public Defender Agency
 COMPONENT Public Defender Agency

FY _____

Page 4 of 4
 Revised Date: _____

FISCAL NOTE
STATE OF ALASKA
1993 LEGISLATIVE SESSION

BILL NO. HB 61

Revision Date: _____
 Title: 'An Act relating to the offenses of operating a motor vehicle. . . .'

 Sponsor: Reps. Nordlund, Ulmer
 Requestor: House Transportation

Department Affected: Administration
 BRU: Office of Public Advocacy
 Component: Office of Public Advocacy

 COMPONENT SERIAL NO. 43

EXPENDITURES/REVENUES:

OPERATING	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTUAL	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	0	0	0	0	0	0

CAPITAL	0	0	0	0	0	0
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REVENUE FUND SOURCE:	0	0	0	0	0	0
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FUNDING:

1002 Federal Receipts	0	0	0	0	0	0
1003 GF Match	0	0	0	0	0	0
1004 GF	0	0	0	0	0	0
1005 GF/Program Receipts	0	0	0	0	0	0
1006 GF/MHTIA	0	0	0	0	0	0
OTHER	0	0	0	0	0	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 (FY93) impact: None

ANALYSIS: (Attach a separate page if necessary.)

Prepared by: Brant McGee, Public Advocate
 Division: Office of Public Advocacy

Phone: 274-1684
 Date: _____

Approved by Commissioner: Nancy Bear Usura
 Agency: Administration

Date: 2/24/93

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Amendment

PROPOSED AMENDMENT

By

Renumber Section 5 as Section 6

Add a new Section 5 to read:

This Act takes effect only if the state fails to become eligible before January 1, 1995, for a basic federal grant to reduce traffic safety problems as required under 23 U.S.C. 410(c). Before January 1, 1995, the commissioner of the Department of Public Safety shall notify the revisor of statutes regarding the eligibility of the state to receive a basic grant as described in this section.

HB

98



Official Business

Alaska State Legislature

HOUSE OF REPRESENTATIVES

State Capitol
Juneau, AK 99801-1182

HOUSE TRANSPORTATION COMMITTEE
TUESDAY, MARCH 16, 1993
CAPITOL, ROOM 17
5:00 P.M.

HB 98 - "AN ACT NAMING THE BLACK VETERANS RECOGNITION BRIDGE ON THE ALASKA HIGHWAY OVER THE GERSTLE RIVER."

I N D E X:

1. ORIGINAL VERSION - HB 98
2. FISCAL NOTE
3. SPONSOR STATEMENT
4. GENERAL INFORMATION/HB 98:
 - | UAF MUSEUM INFORMATION
 - | ANCHORAGE DAILY NEWS ARTICLE, SAT. JULY 4TH, 1992
 - | MAP OF ALASKA HIGHWAY
 - | CITATION/17TH ALASKA STATE LEGISLATURE

FISCAL NOTE

Revision Date: _____ Department Affected: DOT&PF
 Title: Black Vet's Recognition Bridge, Alaska Hwy BRU: Interior District M&O
 Sponsor: B. Davis Component: Highways & Aviation
 Requestor: B. Davis Component Serial Number: 584

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY94	FY95	FY96	FY97	FY98	FY99
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTUAL	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:	0	0	0	0	0	0

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

1002 FEDERAL RECEIPTS	0	0	0	0	0	0
100? GF MATCH	0	0	0	0	0	0
1004 GF	0	0	0	0	0	0
1005 GF/PROGRAM RECEIPTS	0	0	0	0	0	0
1006 GF/MHTIA	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 (FY93) impact: \$0

ANALYSIS: (Attach a separate page if necessary)

The direct costs of plaque preparation and installation will be absorbed by the Alaska Highway MP 1222 N / Celebration 92 balance.

Prepared by: Dawn Mach

Phone: 465-6987

Division: Plans, Programs & Budget

Date: February 2, 1993

Approved by Commissioner: 
Frank G. Turpin

Phone: 465-3901

Agency: Department of Transportation and Public Facilities

Date: February 2, 1993

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Official Business

Alaska State Legislature

House

REPRESENTATIVE BETTYE DAVIS

Pouch V
State Capitol
Juneau, Alaska 99811

SPONSOR STATEMENT

HB 98 - Naming the Black Veterans Recognition Bridge on the Alaska Highway over the Gerstle River.

1992 marked the 50th anniversary of the construction of the Great Alaska Highway, a 1,522 mile-long road from Dawson Creek, British Columbia to Fairbanks, Alaska. Heralded as a near impossible feat, the construction was completed in a record time of eight months and twelve days.

Of the 10,607 soldier who worked on the road, 3,695 were members of the Black Corps of Engineers, a fact not widely known or reported. These men, mostly from the South, toiled under great duress, ill-housing, sub-zero temperatures, insufficient clothing, monotonous food and 20 hour work days.

During the formal dedication of the road, Brig. General James O'Connor, head of the Northwest Service Command, stated:

"Some day, the accomplishments of these colored soldiers -- achievements accomplished far from their homes -- will occupy a major place in the lore of the North Country."

Instead, they were forgotten.

It was just last year that their contributions received state and national recognition. In January, thirteen veterans were reunited in a fun-filled event in Tallahassee, Florida, sponsored by the University of Alaska and Florida A&M University.

In July, Alaska hosted eight of the men during "*Alaska Highway Rendezvous 92.*" In addition to the "Miles and Miles" pictorial at the Anchorage museum, the veterans were honored at parades, picnics, and a host of other events sponsored by local groups, the Great Alaska Highway Society and the Division of Tourism.

The Alaska Highway, rich in historic and scenic sites, is enjoyed by thousands every year. I hope you will join me in honoring the black soldiers who helped to make it possible.

Miles and Miles

Honoring Black Veterans Who Built the Alcan Highway



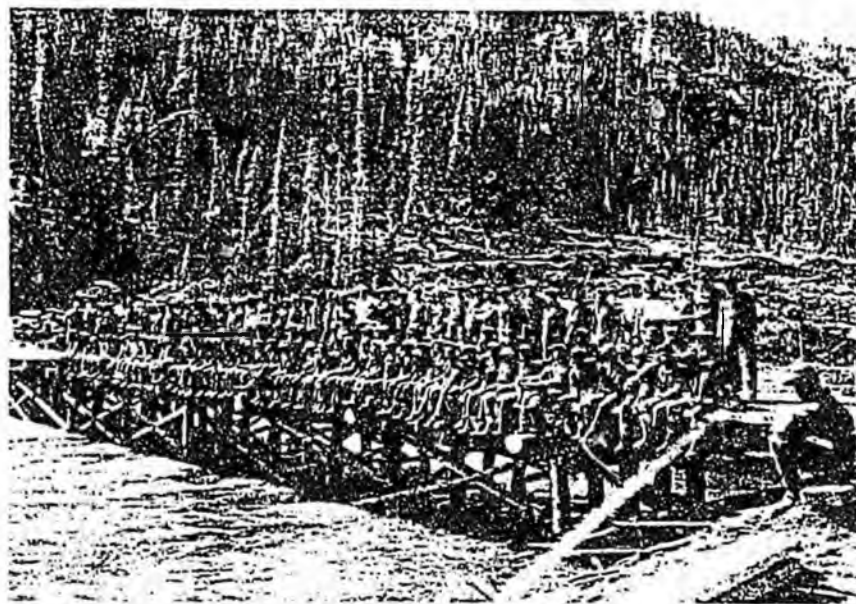
Presented by the
Department of
Journalism and Broadcasting
University of Alaska Fairbanks

at the

The University of Alaska Museum
February 1 — March 15, 1992

Men of the 95th, stationed at the wild Sikanni Chief River, bet their paychecks they could break all records bridging it and won in 84 hours—roughly half the time usually required for bridge construction. It is one of the few original bridges still standing.

Photo courtesy of Edward G. Carroll



Deep in a stack of dusty 1943 war records is a wistful quote from a Negro soldier who had been asked what working on the Alcan highway was like.

"It's miles and miles of nothing but miles and miles!" he said.

The building of the Alcan (Alaska) Highway during World War II has been likened to the construction of the Panama Canal. Most experts predicted it couldn't be done. The route spanned some of the coldest, toughest, least explored, most dazzling country on the North American continent. Yet the U.S. Army Corps of Engineers pushed through a 1,500-mile pioneer road in just eight months and 12 days.

One third of the 10,607 men who built it were Blacks, originally deemed unfit for the task. Yet despite incredible odds in an harsh and alien land, they more than proved themselves.

Alaska Went to the 97th

The Alaska section of the road was built by the all-Black 97th Division of the Corps of Engineers over the protests of the U.S. Army commander for Alaska, Gen. Simon Bolivar Buckner Jr., son of a Confederate general who had surrendered to Grant.

"Certainly, the Army has a responsibility in not further complicating the population characteristics of the Territory by leaving a trail of new racial mixtures," he argued. And he was placated only by the

Cover: Mired! Engineers muster to help a trucker who failed to pass in a big way.

Photo by Father John Paul Tanguay, Yukon Territory

promise that Black troops would not be allowed near any settlements.

Buckner's objections were echoed by top brass in Washington who worried that Black soldiers would not have suitable intellectual capacity to handle bulldozers. Blacks who had little chance at education were delegated to stateside "housekeeping" assignments until a desperate shortage of manpower caused military planners to chance sending them north for the strategic Alcan mission.

It proved to be a good gamble but the coldest winter in recorded history was a setback. The majority of the men, like Fred Spencer of Snead, Florida, were from the deep south.

"We knew we were going to freeze to death so we took precautions," he recalls with a grin. "Those northern boys thought they could 'bulldoze' the weather so they froze their fingers and their toes and their ears."

A confidential report noted during a field inspection at -63 below the clothing of Delta's Black



This outdoor latrine may not look too plush but it was a luxury compared to early accommodations in the field. It wasn't too bad in summer but picture it in blowing snow at 63° below!

Photo Courtesy of
Howard Garbor

A Pontoon bridge spans the Stikin River at Milepost 119 on July 22, 1942. The Engineers built a total of 133 bridges and 8,000 culverts to complete the highway.

National Archives Photo

Early on, officials debated about whether or not Blacks could be trained to use heavy equipment. Here Corpsmen show the answer is "yes" with a Caterpillar Diesel D7 Tractor and LeTourneau Carryall scraper.

U.S. Army Photo
National Archives



regiment was found to be in "abominable condition."

"The pathetically ill-equipped 97th is doing little else but hibernating at present. It is of great importance, however, to point out that these men are not freezing in unusual numbers," the report concluded.

The warm accommodation of the newly built air base was off limits to Blacks. Most wintered in tents. But the men and their white commanding officers often made good use of off hours for training programs. And, given a break in the weather, these troops made up for lost time.

Walter E. Mason's "A" Company built 295 miles of road through stunted forest from Slana, across the Tanana River, and then south into Canada. And 85 miles of that was corduroy road—some of it five layers deep to counter the permafrost.

"We made about five miles a day; had to move camp every two or three days," the Virginia engineer recalls. "Ours was the first Cat (bulldozer) to cross the border and everybody climbed on. We were supposed to meet the (all white) 18th coming up from the south. When they didn't show up, we kept on going."

Like many other companies, Mason's men went

for long periods without leave, mail or fresh food, but there were few complaints.

"The morale was good as every man accepted the conditions and lived with them," agrees Howard Garber who headed Company "E" of Alaska's 97th Second Battalion. "Our men's work effectiveness was very good considering that during the summer they worked seven days per week and almost 24 hours a day."

The 95th, 94th, 93rd and 388th also Mustered

Other Black regiments—the 95th, 94th, 93rd and 388th—moving north from Dawson Creek also made good showings. The 95th, stationed at wild Sikanni Chief River, bet their paychecks they could break all records bridging it and won in 84 hours—roughly half the time usually required for bridge construction.

Many like Joseph Prejean of Lafayette, Louisiana, were highly motivated. Prejean made good money in the endless rounds of crap games that kept Alcan troops from boredom in off hours. Learning to read from a buddy who was going with a school teacher, he got through Army cooking school and went on to become a highly paid chef in civilian life.



An ice bridge fails big time near Ft. St. John. Engineers would replace it with a pontoon structure after spring breakup, but the in-between season was rough trucking.

Photo courtesy
Ft. St. John—North Peace
Museum Archives



U.S. Army commander for Alaska, Gen. Simon Bolivar Buckner Jr., son of a Confederate general who had surrendered to Grant, was not pleased to learn Black troops would be sent to Alaska. Because of his protests, Blacks were generally not allowed near towns or villages.

Painting by
Lt. William Cummings
Alaska 1944.

His parents had worked as tenant farmers for 21 years and Prejean recalls that their landlord tried to scare him out of enlisting, warning he'd be killed.

"I told him I just couldn't make it on \$1.50 a week," the tall well-spoken restaurateur recounts gleefully. "When I got home, I had all that money in the bank and he was dead."

When Herbert Tucker, Washington, D. C., narrowly missed passing an entrance exam for officer's training in the spring of 1942, he found himself crossing the Peace River on an ice bridge with the 95th and lasted until October when he recalls the mercury suddenly plunged to -50 below.

"If I have to pass that test to get out of here, that's what I'm going to do," he declared on the spot, and the next week he was on his way south to become a career officer.

Our Men Proved Themselves

The Alcan assignment offered unprecedented opportunity for many Blacks who, for the first time, received the same pay and benefits as white workers, notes the Rev. Edward G. Carroll, a graduate of Columbia University and Yale Divinity School, recently retired as bishop of the Methodist Church for New England.

"Yes, there were discrimination problems," he concedes. As one of few Blacks allowed officer status by virtue of his calling, he sometimes felt the brunt of it.

"They said we didn't have the mentality to deal with heavy equipment. The race you don't know is the race you suspect, but our men proved themselves."

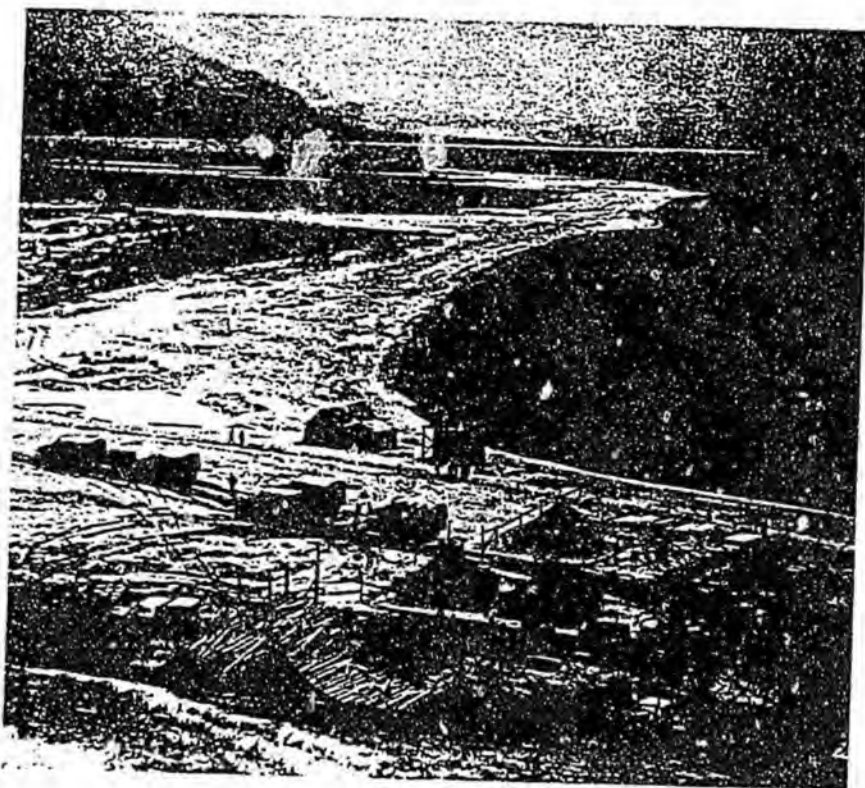
During the formal dedication of the road, Brig. Gen. James A. O'Conner, head of the Northwest Service Command, singled out the Black troops for special recognition.

"Some day the accomplishment of these colored soldiers—achievements accomplished far from their homes—will occupy a major place in the lore of the North country," he promised.

Instead they were forgotten. When the Alcan was completed, the Black engineers were sent to

active duty in the South Pacific, Europe and Burma, reversing an earlier pronouncement that they would be unfit for battle. Many were decorated. Ultimately, after Blacks performed with valor and skill under fire, the military became the first agency in America to integrate. But the only tangible tribute to the Black builders of the Alcan is the remarkable road they left behind them...still in use and our sole land link to Alaska after 50 years.

Lael Morgan
Guest Curator



Corps of Engineers camp on the shore of Kluane Lake. This photo was taken in the early morning when trucks lined up to take troops to work. Note logs in foreground used to build "corduroy road" over permafrost.

National Archives Photo

Carolyn White
907 353-3414 home
306-7604 duty

Black vets honored in parade, exhibit

By KELLY SHEETS
Daily News staff

Nehemiah Atkinson of Louisiana was inducted into the Army in 1942. After eight months of medical school, he was sent to Alaska to join the all-black 97th Division of the Corps of Engineers, which was constructing the Alcan Highway.

"We worked more than 10 hours a day," he said. "But I didn't have to do much, because everybody was healthy. There were a few accidents with the heavy equipment, but Alaska was so healthy that if you got a bruise on you, it would be gone the next day."

One-third of the 10,697 men working on the project were black. The Alaska section of the road was built by the 97th Division over the protests of the U.S. Army commander for Alaska, Gen. Simon Bolivar Buckner. Buckner didn't think black soldiers were intelligent enough to handle bulldozers. He was proved quite wrong.

In one of the most outstanding accomplishments during the building of the Alcan, the 95th, stationed at the wild Sikanni Chief River, bet their paychecks they could break all records bridging it, and they won in 48 hours — roughly half the time usually required for the construction. The bridge is one of the few original Alcan bridges still standing.

During the formal dedication of the road, Brig. Gen. James A. O'Conner, head of



University of Alaska Fairbanks

Corps of Engineers veterans gather for a 50th anniversary reunion in Florida. They are, back row, from left: Donald Norland Sr., Walter Dudrow, Albert France, Irving Smith, Alexander Powell. Front row: Reginald Beverly, Frank Brehon, Willie Richardson, Richard Trent, Bishop Edward Carroll, Nehemiah Atkinson.

the Northwest Service Command, singled out the black troops for special recognition.

But other than O'Conner's commendation, the black troops — the 97th in Alaska and the 93rd, 95th and 388th in Canada — were forgotten. Most literature about the highway overlooked their significant contribution.

Frank Brehon of Florida joined the 388th at age 18. He said the hardest part of the job was the cold. The winter of '42-'43 was the worst on record at that time. Temperatures hovered at 50 degrees below zero for weeks, and the temperature

dropped into the minus 60s and 70s a few times. The troops were issued inadequate leather boots and cumbersome mittens to work in, Brehon said, and had virtually no fresh food for months. They slept in tents.

Working in the summer was equally hard, Brehon said: "It was light out for so long that they made us work 12 hours or more hours a day," he said, often "in mud over our ankles. Sometimes it was almost up to our knees."

It was 72 degrees below zero when Nehemiah Atkinson left Alaska. He was then

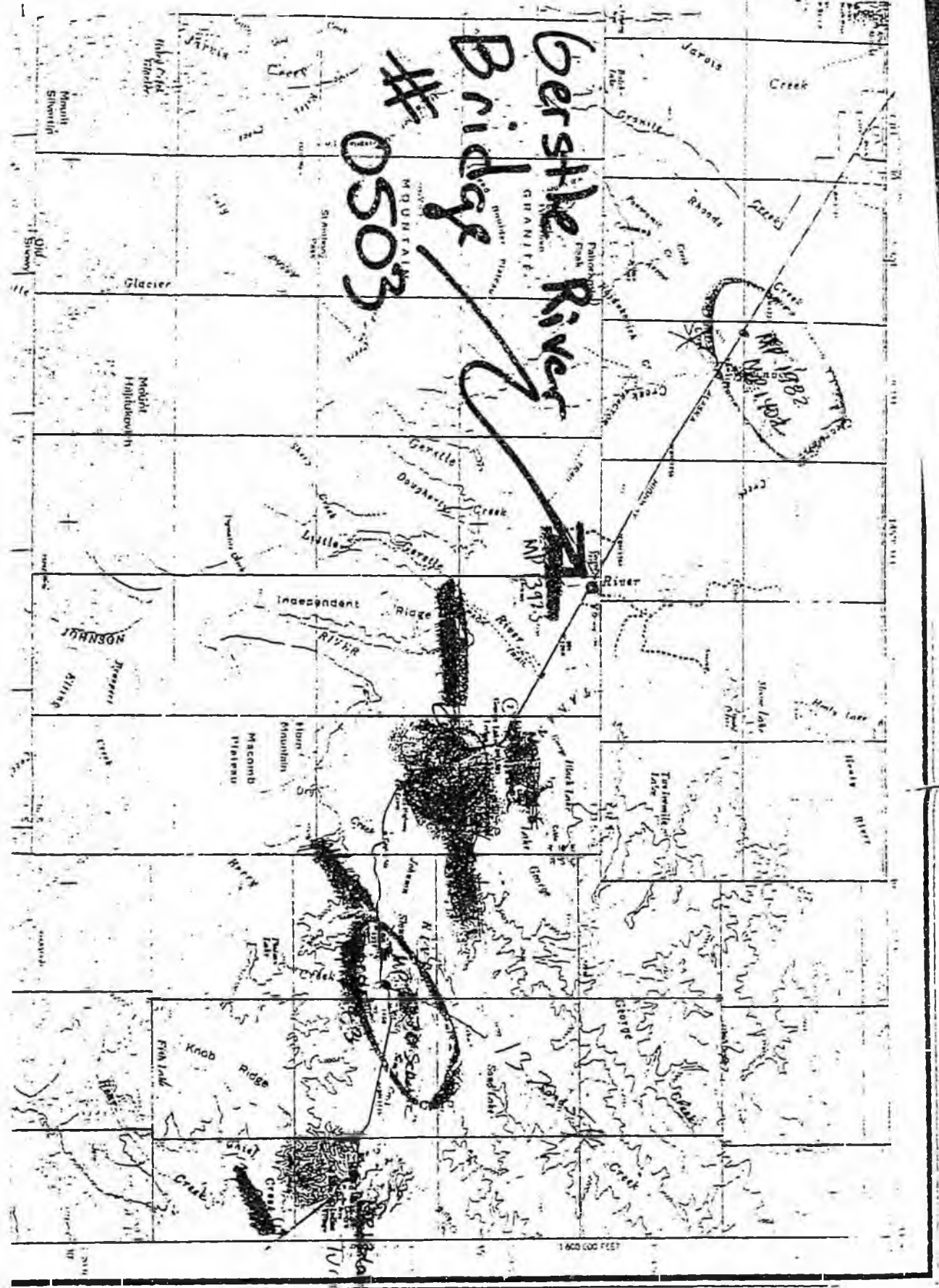
sent to New Guinea, where the temperature was 120 degrees — a difference of almost 200 degrees. He hasn't been to Alaska since working on the Alcan, but he, Brehon and eight other black veterans have returned to take part in today's Fourth of July parade. They will also attend a reunion reception at 7 p.m. at the Anchorage Museum of History and Art, where a photo exhibition titled "Miles and Miles: Honoring Black Veterans Who Built the Alcan Highway" will be on display all summer. The public is invited to the reception.

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12:56

02/02/93

Mt. Hayes USGS Quadrangle



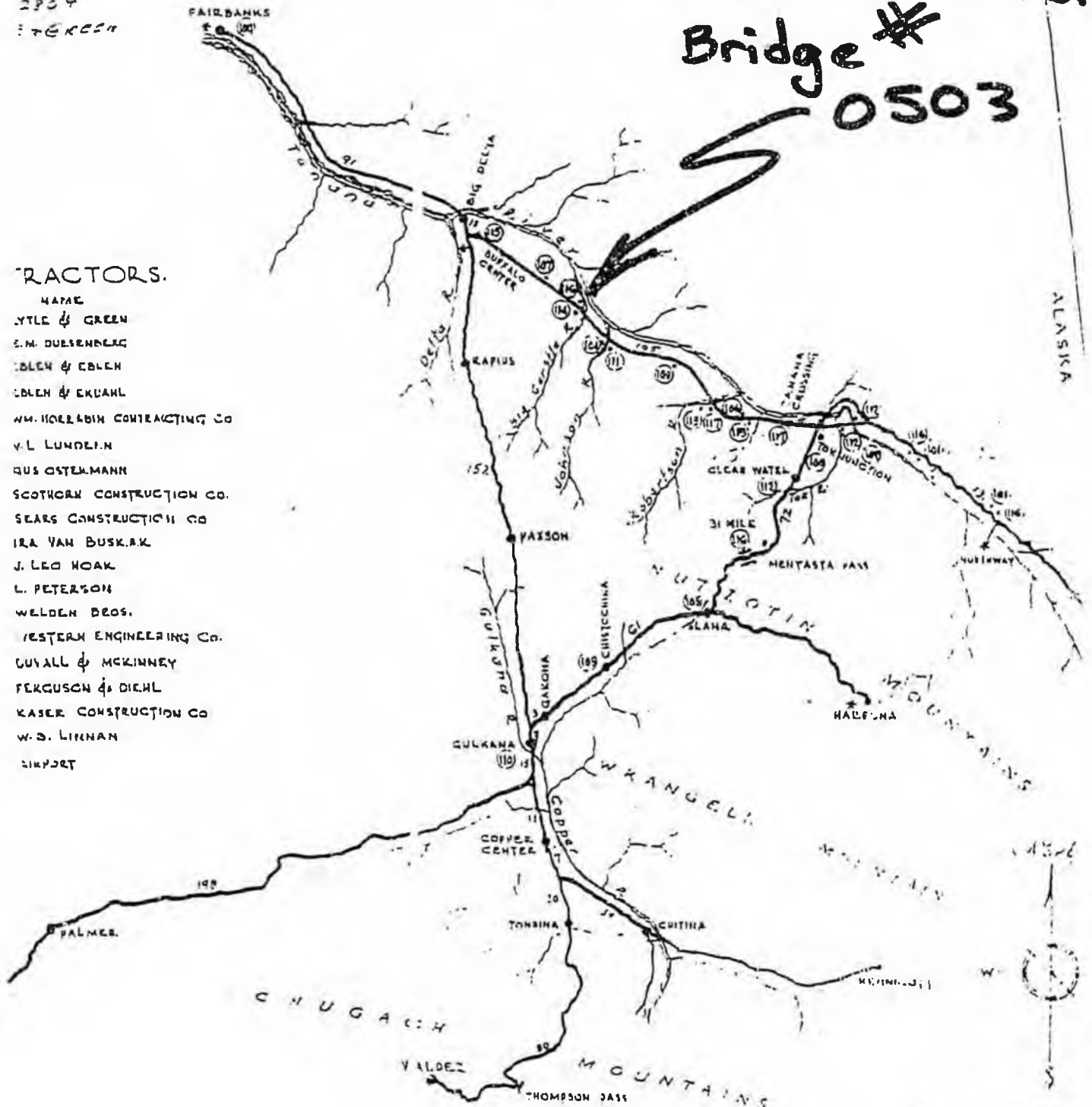
TOPOGRAPHIC SERIES

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 176 KCSH

Gerstle River
 Bridge #
 0503


FACTORS.

- NAME
- LYLE & GREEN
- E.M. DUESENDLER
- EBLEN & EBLEN
- EBLEN & EKDAHL
- WM. HOLLERABIN CONTRACTING CO
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- COVALL & MCKINNEY
- FERGUSON & DIEHL
- KASER CONSTRUCTION CO
- W.D. LINDAN
- SIMPSON



1943 Map of Construction Camps

CAMPGROUNDS/WAYSIDES

	LOCATION	# OF CAMPSITES	# OF TOILETS	WELL	GEN.	# OF BARRELS/ DUMPSTERS	STATION
	Fairbanks Chena Pump Camp. 8 Mile Chena Pump Rd.	18	3	CAPPED	NO	22 barrels	Fairbanks Station
Fai	East Fork Parks Hwy Mile 186	6	4	yes	yes	15 barrels	East Fork Station
	 Alaska Hwy MP 1393 Gerstle River Wayside	0	1	no	no	7 barrels	Delta Station
Pat	Alaska Hwy MP 1250 Deadman Lake Wayside	0	1	no	no	3 barrels	Northway Station
	Parks Hwy MP 268 June Creek Wayside	0	1	no	no	5 barrels	Healy Station
	Dallon Hwy MP 204 Middle Fork Wayside <i>(cabin)</i> <i>Kryukov</i>	0	1 1 1	no	no	2 barrels	Coldfoot Station
	Steese Hwy MP 1 Fox Spring	0	0	yes	no	2 barrels	Fairbanks Station

DOT&PF PLANNING

907 451 2313

02/02/93 12:55

Litter control usually starts the weekend before Memorial Day and stops the weekend after Labor Day.

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
2301 PEGER ROAD
FAIRBANKS, AK 99709-5316
PHONE: (907) 451-2380
FAX: (907) 451-2313

FACSIMILE TRANSMITTAL FORM

TO: Renee Chapman @ Rep. Davis' office FAX #: c/o Fran Ulmer @ 465-2108

LOCATION: Juneau

FROM: Barbara Stetson FAX #: (907) 451-2313

LOCATION: DOT&PF Planning and Admin. Svcs. Fairbanks

NUMBER OF PAGES INCLUDING THIS PAGE: 5

CONTACT Barbara Stetson AT 451-2380 IF THERE ARE ANY PROBLEMS WITH THE TRANSMITTAL OF THIS DOCUMENT.

MESSAGE: These are the maps and instructions that Nicole McCullough sent to you on September 28, 1992. Nicole is on vacation for two weeks in New Zealand. If you have any questions regarding this information, please contact Jonathan Widdis at 451-2381.

I will send you a hard copy of this transmittal in the mail.

DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

FACSIMILE TRANSMITTAL FORM

Receiver: Liz Roberts
Location: Juneau - Rep. Davis office
Phone No: 561-2039 FAX 562-4376

Sender: Nicole McCullough
Location: Fairbanks
Phone No: 451-2386 Fax Phone: 474-2446

Number of Pages: 3 Plus Transmittal Page

Contact _____ at 474-_____ If there are any problems with transmittal of documents.

Message: Liz,

Here is the information you requested:

- ① Location - Gerstle River Bridge # 0503 (see attached maps) Alaska Highway Milepost 1392
- ② Description - Gerstle River Bridge is a Steel Truss bridge with reinforced concrete. It is 1,819.6' long and 24' wide.
- ③ Wayside Description - See Attached description
- ④ Funding - Alaska Highway Signing project expenditures have not been totaled because the contractors bills have not come in yet. I anticipate between 5-10 thousand dollar surplus. This should be sufficient.

Please let me know how else I can help.

Nicole McCullough

THE ALASKA LEGISLATURE



*** HONORING *
* BLACK VETERANS *
* WHO HELPED CONSTRUCT THE GREAT ALASKA HIGHWAY ***

We, the Seventeenth Alaska State Legislature, take great pleasure in recognizing the Black Corps of Engineers veterans for their contribution in constructing the Great Alaska Highway. These men were members of the 93rd, 94th, 95th, 97th and 388th units during World War II.

The construction of 1,522 mile-long road from Dawson Creek, British Columbia to Fairbanks, Alaska, through rugged, unmapped wilderness was heralded as a near-impossible feat. Many compared it to the building of the Panama Canal, and thought it could not be done. Yet, despite incredible odds through a cold and punishing winter, the Alaska (ALCAN) Highway was completed in a record time of eight months and twelve days. The black soldiers, numbering 3,695 in a troop strength of 10,607, were rarely mentioned or praised for the excellent job they did under duress, ill-housing, insufficient clothing, monotonous food, and 20-hour work days.

On January 18-20, 1992, the Black Corps of Engineers veterans were honored at "The Alaska Highway 50th Anniversary Celebration," in Tallahassee, Florida. Sponsored by Professor James Eaton of Florida A & M University's Black Archives Research Center, Dr. Lael Morgan of the University of Alaska - Fairbanks School of Journalism and Broadcasting, and Mr. Cal White of the University of Alaska - University Relations, this reunion was the first time that the soldiers received such recognition. Eleven of the 70 veterans located, two of their commanding officers and the wife and son of another, Bernice Rand and Neal Gosman, traveled from all across the country to attend the festivities:

Nehemiah Atkinson - New Orleans, LA
Franklin J. Brehon - Port St. Lucie, FL
Wesley J. Davises - Winterhaven, FL
Donald W. Nolan, Sr. - Baltimore, MD
Willie Richardson - Bronx, NY
Richard D. Trent - Pittsburgh, PA

Reginald Beveriy - Ruther Glen, VA
Bishop Edward G. Carroll - Baltimore, MD
Albert E. France - Cooksville, MD
Alexander Powell - Quincy, FL
Irving Smith - Philadelphia, PA

Walter Dudrow, Commanding Officer - Ormond Beach, FL
Col. Walter Parsons, Commanding Officer - Bryan, TX

At a time when the media bemoans the fate of the black male and when large numbers of our young are lost to gangs, drugs and despair, it is important to remember that black males have a history of achievement, in spite of great odds and obstacles.

We, the members of the Seventeenth Alaska State Legislature, honor and commend these black soldiers for their hard work, diligence and commitment to providing Alaskans with a remarkable road and our sole land link to the Lower 48 States.



James D. ...
SPEAKER OF THE HOUSE *Richard ...*
PRESIDENT OF THE SENATE

Date: February 5, 1992

Requested by: Representatives B. Davis, Boyer, Bruckman, Choquette, Davidson, Ellis, ... Stein, Foy, ... Jruenberg, Koponen, Kubina, Leman, Mackie, Martin, M.A. Miller, M.W. Miller, Moyer, Navarre, Parnell, R. Ph... mer and ... acki; Senators Sturgulewski, Uehling, Pearce, Collins, Shultz, Halford, Rodey, Duncan, Pourchot, Menard, Cotte... riula and Fr...

HOUSE COMMITTEE REPORT

(7)

Date Referred: March 5, 1993

FURTHER REFERRALS:

Finance

Date of Committee Action: 3-16-93

The TRANSPORTATION Committee considered:

HB 98

HOUSE BILL NO. 98

BLACK VETS' RECOGNITION BRIDGE, ALASKA HWY

"An Act naming the Black Veterans Recognition Bridge on the Alaska Highway over the Gerstle River."

- 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/Da')

fiscal impact _____

fiscal note(s) _____

zero fiscal note _____

zero fiscal note(s) DOT 3/5/93

SIGNING <u>DO</u> PASS	DP	OTHER RECOMMENDATIONS	DNP	NR	AM
<i>Richard J. Fore</i>	*				
<i>John Star...</i>	✓				
<i>...</i>	✓				
<i>...</i>	✓				
<i>...</i>	X				
<i>...</i>	X				

Richard J. Fore
 CHAIRMAN'S SIGNATURE

HB

104

FISCAL NOTE

Revision Date:
Title: Air Quality Grants

Department Affected: DOT&PF
BRU: E&OS

Sponsor: Brown
Requestor: Brown

Component: Planning
Component Serial Number: #547

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY95	FY96	FY97	FY98	FY99	FY00
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	3.0	0	0	0	0	0
CONTRACTUAL	12.0	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:	15.0	0	0	0	0	0
CAPITAL	0	0	0	0	0	0
REVENUE FUND SOURCE	0	0	0	0	0	0

FUNDING: (Thousands of Dollars)

1002 FEDERAL RECEIPTS	15.0	0	0	0	0	0
1003 GF MATCH	0	0	0	0	0	0
1004 GF	0	0	0	0	0	0
1005 GF/PROGRAM RECEIPTS	0	0	0	0	0	0
1006 GF/MHTIA	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
TOTAL FUNDING:	15.0	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 (FY94) impact: \$0

ANALYSIS: (Attach a separate page if necessary)

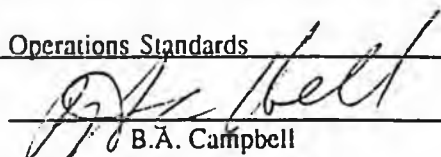
See attached.

Prepared by: Jeffery C. Ottesen

Phone: 465-2951

Division: Engineering and Operations Standards

Date: November 23, 1993

Approved by Commissioner: 

Phone: 465-3900

B.A. Campbell

Agency: Department of Transportation and Public Facilities

Date: April 11, 1994

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ANALYSIS (cont. from page 1):

The bill would require initial expenditures to adopt the implementing regulations. Thereafter, management of the grant program would require that a portion of the federal funds being distributed under this bill be used for administration of the program.

The initial expense would involve promulgating regulations under the Administrative Procedures Act. Funding requested would go for travel to public hearings, legal expenses, legal notice publishing costs and associated costs of completing the regulations. This is a one-time, non-recurring cost.

Under the bill's approach, a competitive grant process must be managed, and in some cases grantees may involve parties unfamiliar with the myriad requirements of this program. Thus the staff managing the program will have more tasks to perform, and could require substantially more oversight if the grant recipient must be trained in the many details applicable to the use of these funds. As these costs would be eligible expenses from these federal funds, we have not shown them as "new expenses", however, they will subtract from the funds available to eligible recipients.

HB 104 Local Air Quality Grants

Representative Kay Brown

Sectional Analysis

Section 1. (a) Amends Alaska Statute 44.42 to allow the Department of Transportation to make grants to municipalities and public and private nonprofit organizations for the purpose of improving local air quality. The subsection describes some of the types of projects that could qualify--public information campaigns, environmental education, subsidies for transit operations etc.

(b) Requires grant applications to include a detailed budget, a description of how the project will improve local air quality and a method of evaluating the effectiveness of the project.

(c) Provides that the grant applications be previously approved by the governing body of the municipality or the local school district if it is an educational project in public school facilities.

(d) Directs the department to adopt regulations pertaining to air quality grants.

(e) Allows the Legislature to appropriate money for grants from federal funds the state receives for congestion and air pollution mitigation.

H B 104 Local Air Quality Grants

Sponsor Statement

In the coming decades, economic development will be tied more and more to quality of life issues. Alaska, especially our cities, cannot expect to attract the high wage professional work force and industries of tomorrow unless we value and preserve our urban environment.

In FY 1994, Alaska will receive \$4 to 5 million in *federal* highway funds to be used exclusively for congestion and air pollution mitigation. This legislation will make it possible for at least some of that money (I suggest a minimum of 1%) to be transferred to local public and private non-profit groups for planning and implementing air quality education and enhancement projects.

HB 104

- *would allow the Department of Transportation to make grants to municipalities and public and private non-profit organizations for projects to improve local air quality. Projects could be informational, educational or programmatic. The money could be used for such things as subsidizing transit operations , air monitoring or for conversion of vehicles to alternative fuels.*
- *would require each project funded to include a method of evaluating its effect on the quality of the local air environment.*
- *would provide for project approval by the governing body of the municipality or by the local school board (for educational projects in public schools).*

HB 104 would empower local citizen organizations to plan and implement improvements to the air environment in their communities. It would give people a tool to help make our urban centers what they should be--the premier northern cities of the world!

AIR QUALITY PROJECTS AND ISTEA

- *Future economic development will be more and more dependent on quality of life issues. Transportation planning, community planning and economic development cannot be separated. Without concerted efforts to enhance the urban environment, we will not be able to attract and keep the high-wage professional work force of the next century.*
- *Local communities can positively impact the urban air environment through educational, informational and programmatic air quality projects. Such projects might include information campaigns, trip reduction programs, subsidies for transit operations and air quality monitoring projects to gather data for transportation planning. Another important area would be environmental education projects in local schools.*
- *\$5 million of ISTEA air pollution control and congestion mitigation funds will be come to Alaska in FY 94. Some of this money should be made available to local non-profits and municipalities for innovative air quality improvement projects.*
- *HB 104 will make local air quality improvement grants from federal ISTEA funds available to Alaska urban "non-attainment" areas.*

**MUNICIPALITY OF ANCHORAGE
1993 LEGISLATIVE PROGRAM**

LEGISLATIVE ISSUES

TITLE: HB 104 Local Air Quality Grants

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HB 104 would empower local citizen organizations to plan and implement improvements to the air environment in their communities. It would give people a tool to help make our urban centers what they should be—the premier northern cities of the world.

**Contact: Jim Barnett, Assembly
Phone: 343-4750**

Federal Program Overview

Breakdown of FFY94 Apportionment Estimate of \$220 Million

Program Structure	FFY94 Estimate
Congestion Mitigation/Air Quality	4,800,000
Surface Transportation Program	115,300,000
Bridge	6,300,000
National Highway System	52,000,000
Interstate Maintenance	21,200,000
Hold-Harmless Estimate	15,300,000
Planning and Research	5,100,000





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A Summary

AIR QUALITY PROGRAMS AND PROVISIONS

of the Intermodal Surface Transportation Efficiency Act of 1991



U.S. Department
of Transportation
Federal Highway
Administration

Moving America
To jobs... To homes... To market



Publication No. FHWA-PD 92-022
HEP-41/8-92(40M)E

MESSAGE BY
ADMINISTRATOR T.D. LARSON



As we approach the 21st century, the transportation community is confronted by challenges as never before. Our mobility, which is essential to the Nation's economic and social well-being, is threatened by gridlock and the absence or

inadequate condition of needed facilities. At the same time, legitimate environmental concerns about the impact of transportation improvements have made the already complicated task even more difficult.

This dual challenge is illustrated by the Clean Air Act Amendments of 1990 (CAAA) and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The CAAA, which the President signed on November 15, 1990, is essential to our effort to control air quality problems. Because emissions from motor vehicles contribute to air pollution, transportation officials must make a commitment to programs and projects that will help achieve national air quality goals. Although the CAAA is vitally important, it did not provide

significant funding to carry out these programs and projects.

That's where the ISTEA comes in. The President signed it on December 18, 1991, launching the first major restructuring of the Nation's surface transportation programs (highways and transit) since the start of the Interstate era in 1956. State and local officials now have an unprecedented range of choices for meeting their transportation needs. The ISTEA complements the CAAA by providing funding and the flexibility to use it in ways that will help us improve air quality through the development of a balanced, environmentally sound, intermodal transportation program.

The CAAA, with its ambitious standards and deadlines, places heavy accountability on State and local governments. At the same time it allows them a great deal of discretion in making the policy choices — for example, on land use and on our assumptions about how we go about the business of transportation in the late 20th century — to achieve improved air quality. The ISTEA, which gave State and local officials increased flexibility in transportation funding, underscored their responsibility.

But ISTEA funding and changes in transportation patterns alone cannot solve the problem. Emissions reductions from transportation infrastructure investments are small. Greater mobile source emission reductions, particularly in the more serious nonattainment areas, will have to come from reducing the use of the automobile for all trips, including non-work trips. Consequently,

State and local elected officials will need to have the political will to make the tough decisions that will be necessary to adopt and implement the kinds of transportation control measures (TCMs) that will reduce the use of the single-occupant vehicle (SOV). In addition, States will need to aggressively pursue technological improvements for fleets that can make a difference, such as enhanced inspection and maintenance programs and alternative fuels.

Together, the CAAA and the ISTEA give officials the imperative and the resources to address air quality problems while they are still manageable — now, in the 20th century, instead of waiting for the 21st. However, both statutes are complex. This brochure is intended to help State and local officials understand how they can use the ISTEA's provisions to address air quality problems. A separate brochure will focus on the transportation implications of the CAAA.

Congress and the President, through these bold, forward-looking legislative initiatives, have given us the means to meet the challenge of improved air quality. Now it falls to all of us to get the job done. The Department and the Federal Highway Administration stand ready to assist you, our partners, in whatever way possible.

I encourage you to read this brochure as your guide to legislation that gives you the tools to make a difference. Then, together, I invite you to join in a combining effort to ensure that we meet the challenge squarely, effectively ensuring a cleaner, safer quality of life for coming generations.

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Increased Funding Levels	10
Strengthened Planning Process	12
Strengthened Role of Metropolitan Planning Organizations	16
New Congestion Mitigation and Air Quality Improvement Program	16
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OVERVIEW

The Federal Highway Administration (FHWA), with the release of its Environmental Policy Statement on April 20, 1990, revitalized its commitment to ". . . work vigorously to preserve and, where practicable, enhance our environment." A few months later, on November 15, the President signed the Clean Air Act Amendments of 1990 (CAAA), landmark legislation that has challenged the FHWA and the entire transportation community to meet that commitment by developing projects and programs that contribute to improved air quality.

Among the goals of the CAAA are providing for greater integration of the transportation and air quality planning processes; ensuring that transportation plans, programs, and projects conform with the State air quality implementation plans and contribute to attainment of the national ambient air quality standards (NAAQS); and reducing the growth in vehicle-miles-travelled and congestion levels in areas that have not attained the Environmental Protection Agency's air quality standards.

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), which the President signed on December 18, revamps the Nation's surface transportation programs (highways and transit) in a way that gives State and local officials added tools to improve air quality. These tools include increased funding, unprecedented flexibility to select the best mix of projects to meet local needs (whether highway, transit, or alternatives such as

high-occupancy vehicle lanes or bicycling), and enhanced metropolitan and statewide planning requirements.

This pamphlet summarizes the ISTEA provisions that can best help State and local officials as they work toward the CAAA's air quality goals. This summary is divided into six categories:

- Funding Flexibility
- Increased Funding Levels
- Strengthened Planning Process
- Strengthened Role of Metropolitan Planning Organizations
- New Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Miscellaneous Provisions

FUNDING FLEXIBILITY

One of the most important features of the ISTEA is the flexibility it gives State and local officials in choosing among highway, transit, and other transportation alternatives. This flexibility will help State and local officials to choose the best mix of projects to address air quality without being influenced by rigid Federal funding categories or different matching ratios that favor one mode over the other.

Highway Program:

Surface Transportation Program and the National Highway System. While retaining programs from previous transportation legislation for bridges and interstate maintenance of highways with minor modifications, the ISTEA restructures the Federal-aid highway program by creating two broad funding categories.

- **The Surface Transportation Program (STP)** is funded at \$23.9 billion over 6 years with an 80% Federal share. This is the largest program in the ISTEA and is highly flexible, providing broad discretion for State and local governments to fund a wide variety of activities which could contribute to cleaner air. These activities can include highway and transit capital projects, carpool projects, bicycle and pedestrian facilities, planning, and research and development.
- **The National Highway System (NHS)** is funded at \$21 billion over 6 years with an 80% Federal share. Its purpose is to focus resources on roads that are most important to interstate travel and national defense, roads that connect with other modes of transportation, and roads that are essential for international commerce. Funds may be spent on transit projects if such projects:
 - are in the same corridor as, and in proximity to, a fully controlled highway designated to the National Highway System:

an 80% Federal match, to eliminate bias caused by unequal ability to leverage State and local funds.

INCREASED FUNDING LEVELS

The CAAA significantly expanded State and local transportation air quality planning requirements. The ISTEA provides an expanded Federal source of funding which can be used for transportation projects that reduce mobile source emissions and improve air quality. Increased funding levels are also available for transportation planning and research.

Highway Funds:

The ISTEA provides a \$120.8 billion highway program over 6 years.

Mass Transit Funds:

The mass transit program receives \$31.5 billion over 6 years with an 80% Federal share for capital programs and 50% for operating expenses.

Metropolitan Planning Funds (PL):

Metropolitan planning (PL) funds from FHWA are more than doubled, from \$47 million in FY91 to \$117 million in FY92. The previous 1/2% set aside for PL funds is increased to 1% of the funds authorized for the National Highway System, Surface Transportation Program, Congestion Mitigation and Air Quality Improvement Program,

Interstate Maintenance Program, and Bridge Program.

In addition, metropolitan planning is an eligible activity under the National Highway System and Surface Transportation Program.

Funds for metropolitan planning from the Federal Transit Administration (FTA) are increased by 25%, from \$35 million in FY91 to \$45 million in FY92.

Highway Planning and Research (HP&R) Funds:

Highway planning and research (HP&R) funds are increased from 1.5% to 2% of the major program funds. Not less than 25% of these funds must be used for research, development, and technology transfer activities; unless otherwise approved by the Secretary.

In addition, statewide planning is an eligible activity under the National Highway System and Surface Transportation Program.

Transit Planning and Research Funds:

Planning and research are funded at 3% of the total amount of transit funding provided. A total of \$945 million is authorized over 6 years. Of these funds, \$420 million is to be used for planning grants to MPOs. A new State Planning and Research Program (\$187 million over 6 years) and a National Planning and Research Program (\$291 million over 6 years) are established.

STRENGTHENED PLANNING PROCESS

The ISTEA requires States and Metropolitan Planning Organizations to carry out a comprehensive transportation planning process in order to better coordinate the best mix of transportation projects which will improve air quality.

Metropolitan Planning Process:

Planning emphasis. The urban transportation planning process is strengthened by increasing the emphasis on multi-modal considerations, land use and development decisions, and transportation-related air quality problems.

Planning boundaries. Planning boundaries are required to cover the urbanized area and the area expected to become urbanized within the 20-year planning forecast period. The boundaries may encompass the entire metropolitan statistical area or consolidated metropolitan statistical area, as defined by the Bureau of the Census.

In air quality nonattainment areas, the planning boundaries are expanded to coincide with the nonattainment boundaries, except as otherwise provided by agreement between the affected MPO and the Governor. This will include the "donut" shaped area located outside the urbanized planning boundaries, but within the nonattainment boundaries. If boundaries are revised, it is incumbent on the MPO and the State to determine how conformity in the nonattainment area outside the planning area will be ensured.

Transportation management areas (TMAs). Urbanized areas over 200,000 in population are to be designated as transportation management areas (TMAs). They are to include congestion management systems (CMS) that provide for effective management of new and existing transportation facilities through the use of travel demand reduction and operational management strategies. The DOT is required to provide an appropriate phase-in schedule for the CMS, and to designate other areas as TMAs if requested by the Governor and the MPO or affected local officials.

For TMAs classified as ozone and carbon monoxide nonattainment areas, Federal funds may not be programmed for any highway or transit project that will result in a significant increase in carrying capacity for single-occupant vehicles (SOVs) unless the project is part of an approved congestion management system.

The Secretary is required to certify every 3 years that each MPO in each TMA is carrying out its responsibilities under applicable provisions of Federal law. This includes not only the provisions of the ISTEA, but other Federal laws such as the CAAA of 1990.

Abbreviated plans and programs for certain areas. Abbreviated metropolitan planning procedures set forth in ISTEA may be prescribed in areas under 200,000 in population which are in attainment for ozone and carbon monoxide.

Abbreviated metropolitan planning procedures set forth in ISTEA may not be prescribed in areas under 200,000 in population which are in ozone

and carbon monoxide nonattainment areas. These areas must follow the same planning procedures as areas with populations over 200,000.

Documentation (Transportation Plan, Transportation Improvement Program). For ozone and carbon monoxide nonattainment areas, the MPO must coordinate the development of a long-range transportation plan with the process for development of the TCMs of the State Implementation Plan (SIP).

MPOs are required to consider the effects of *all* transportation projects within the metropolitan area, regardless of funding source.

MPOs are required to provide a reasonable opportunity for public comment on the long-range plans and transportation improvement programs (TIP).

Financial plans are required to demonstrate how the transportation plan and TIP can be implemented with anticipated revenues. Transportation Improvement Programs may include only those projects where full funding availability can reasonably be anticipated within the time period contemplated for its completion.

The TIP must be consistent with the long-range transportation plan. Additional planning requirements in the ISTEA for prioritization of projects in the TIP within 3-year time periods complement the priority and 3-year emission reduction requirements applying to the more serious nonattainment areas put forth in the CAAA of 1990.

Distribution of PL funds to MPOs. In addition to population, status of planning, and metropolitan transportation needs, States must now consider attainment of air quality standards in developing a formula for distribution of PL funds to MPOs.

Statewide Planning Process:

Statewide transportation plans and transportation improvement programs. The State must establish a statewide planning process, including the development of a long-range statewide transportation plan and TIP. Statewide TIPs must include projects which are consistent with the long-range statewide transportation plan, the metropolitan area TIPs, and, in ozone and carbon monoxide nonattainment areas, projects which conform with the applicable SIP.

The statewide transportation plan must be coordinated with the development of the metropolitan transportation planning activities.

Earmarked funds. The State's apportioned funds earmarked under 23 U.S.C. 307(c)(1) for planning and research (2%) are available to carry out the statewide planning requirements as well as metropolitan planning requirements.

STRENGTHENED ROLE OF METROPOLITAN PLANNING ORGANIZATIONS

The MPOs, especially those in urbanized areas over 200,000 in population, are given a stronger role in the project selection process.

Redesignation of the MPO is mandated if one of two special conditions is met:

- The redesignation request is made by a unit or units of local government representing 25% of the affected population in any urbanized area whose population is more than 5,000,000 but less than 10,000,000, or;
- The redesignation request is made by a unit or units of local government representing 25% of the affected population in any urbanized area which is an extreme nonattainment area for ozone or carbon monoxide.

If more than one MPO has authority in a metropolitan area or an area which is designated as nonattainment for ozone or carbon monoxide, the MPOs must consult with each other and the State(s) in the coordination of plans and programs.

NEW CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

The ISTEA created a major new program to deal with transportation-related air pollution. The Congestion Mitigation and Air Quality

Improvement (CMAQ) program directs funds to projects and programs in certain nonattainment areas that meet the classifications contained in the CAAA of 1990. The projects and programs must either be included in the SIP or be good candidates to contribute to attainment of the National Ambient Air Quality Standards (NAAQS). The NAAQS are standards for levels of pollutants developed by the Environmental Protection Agency (EPA) in response to a requirement of the Clean Air Act Amendments of 1970.

Project Eligibility:

The FHWA and FTA are required to consult with the EPA on whether or not projects and programs are likely to contribute to attainment of the NAAQS. However, TCMs in the SIP are eligible without further consultation with the EPA.

Projects which include new capacity for single-occupant vehicles are not eligible, except where the project consists of a high-occupancy vehicle (HOV) facility available to SOVs at other than peak periods.

If a State does not have any ozone or carbon monoxide nonattainment areas, the funds may be used as if they were STP funds. The FHWA guidance encourages States that have attained the NAAQS for ozone and carbon monoxide to use the funds in small particulate (PM-10) nonattainment areas, if such nonattainment is mobile source related, before using them in other parts of the State.

- the Section 3 funding request is less than \$25 million, or less than one-third of the total project cost.

Transit projects financed entirely with funds made available under Title I of the ISTEA are excluded from these requirements.

CONCLUSION

The CAAA bring transportation decisions into the context of achieving and maintaining cleaner air. The ISTEA provides increased funding levels and program flexibility to help transportation officials meet some of the challenges brought on by the CAAA. The provisions within these two pieces of legislation will, more than ever before, make State, local, and air quality officials better able to work together in attaining our Nation's goal of cleaner air.

Tools for Change: The Clean Air Act Amendments and the Intermodal Surface Transportation Efficiency Act

This paper describes the key planning and transportation control reforms contained in the Clean Air Act Amendments of 1990 (CAAA) and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The reforms discussed in this paper are contained in sections 108, 110, 174, 176, and 304 of the CAAA and sections 134 and 135 of ISTEA.

Through the Clean Air Act Amendments of 1990 (CAAA) and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), Congress has taken significant steps toward ensuring that transportation planning decisions result in cleaner air. The CAAA requires states to integrate their air quality and transportation planning processes by: establishing better coordination between state transportation and air quality planning and setting a firm schedule for states to attain air quality standards.

ISTEA strengthens these reforms by requiring that local and state transportation plans be consistent with state air plans, introducing incentives to control transportation demand, and removing the traditional federal inducements to building new roads.

For the past four decades, federal funding policies have rewarded the creation and maintenance of highways and reinforced automobile-dependent lifestyles, providing much less support for access to other means of transportation, such as transit, bicycling, and walking. The Highway Act of 1956 under President Eisenhower provided for the construction of the Interstate Highway System. Now nearing completion, this monumental effort contributed to current land use patterns and to the dominance of the automobile in transportation planning.

During the boom in suburban development, little thought was given to the development of transit infrastructure or alternatives to the automobile. Consequently, as businesses and jobs have moved from central business districts to outlying suburban areas, new economic centers have been underserved by public transit and workers have become dependent on automobiles. Meanwhile, urban areas with older central business districts must cope with crumbling infrastructure while they suffer transit fare increases and service cuts.

Transportation decisions that favor new highways have contributed to suburban sprawl and urban decline, and traffic congestion in metropolitan areas has grown worse. For example, the Illinois Public Action Coalition has found that congestion on Chicago-area freeways and toll roads increased by 34 percent over the last decade. Our failure to effectively integrate transportation, land use policies, and infrastructure investments has created a dependence on automobiles we cannot sustain. Meanwhile, policies to provide people with alternatives to driving alone have been almost nonexistent.

The CAAA and ISTEA help solve our transportation and air quality problems by mandating coordinated planning to meet a wide range of mobility, environmental, and community goals and providing increased and more flexible funding for public transit, cleaner fuels, and alternative travel modes, such as telecommuting, ride sharing, walking, and bicycling. Together, the two laws

Purpose

Background: Statutory Requirements and Legislative Framework

require that state and local transportation improvement programs (TIPs) conform to state implementation plans (SIPs) for cleaner air. "Conformity" requires transportation plans, programs, and projects to contribute to the attainment of better air quality. Further, under ISTEA, transportation decisions must be made according to a list of specific considerations pertaining to community quality, environmental protection, economic efficiency, and energy conservation.

Such a broad perspective for transportation decisions requires the active participation of many players: citizens, elected officials acting through their metropolitan planning organizations (MPOs), state departments of transportation (DOTs), other state and local governments, transit operators, transportation management associations, members of the business community, environmental and labor groups, and public interest groups.

The Clean Air Act Amendments of 1990

Air quality standards have been in place for well over a decade. However, in December of 1990, Congress amended the Clean Air Act to include much stricter requirements for meeting these standards.

Perhaps the most important and far-reaching provision of the CAAA is the requirement that state transportation plans conform to state air plans. Although such a provision has been in the Clean Air Act since 1977, it was never formally interpreted to mean that transportation plans as a whole must conform to air plans, only that transportation plans had to list the transportation control measures (TCMs) listed in the air plans. The CAAA broadens the interpretation by prohibiting the expenditure of any funds on projects in a transportation plan or program unless on the whole the plan and program conform to the state air plan. They must meet the state plan's purpose of eliminating and reducing air quality violations.

The CAAA requires greatly increased attention to mobile source emissions (pollution from motor vehicles) as part of the new requirements for ozone control plans.

The CAAA also requires greatly increased attention to mobile source emissions as part of the new requirements for ozone control plans. Mobile sources (cars, buses and trucks) account for 88 percent of carbon monoxide and 50 percent of oxides of nitrogen and volatile organic compounds (VOCs), which are the major contributors to ground-level ozone, smog, global warming and related health problems. (In California, VOCs are known as reactive organic gases.) Traffic congestion and mobile source pollution compromise the environment, damage human health, and take a heavy financial toll through fuel consumption, car maintenance costs, and lost productivity.

One hundred areas in 33 states and the District of Columbia fail to meet national clean air standards. Ten states have been classified by the U.S. Environmental Protection Agency (EPA) as having "severe" nonattainment areas. The states with metropolitan regions designated as "severe" are California, Connecticut, Illinois, Indiana, Maryland, New Jersey, New York, Pennsylvania, Texas, and Wisconsin (Los Angeles, Calif., is in its own separate "extreme" category).

Nonattainment areas are required to develop air quality plans and take particular steps on a specific timetable to demonstrate reductions in ground-level ozone and carbon monoxide. Penalties for noncompliance include the freezing of federal transportation funds and/or the imposition of a federal implementation plan (FIP) to help attain air quality standards.

States that contain areas with moderate ozone air quality must submit air plans that demonstrate a 15 percent reduction in VOC emissions by 1996. VOCs are precursors of ozone pollution that react with heat and light from the sun to produce ground-level ozone pollution. States containing areas with serious,

severe, or extreme air quality nonattainment must also submit air plans demonstrating emission reductions averaging three percent per year for each consecutive three-year period after 1996.

The failure of a nonattainment area to achieve compliance on schedule can result in the freezing of federal transportation funds unless such funds are spent on safety programs or projects that will improve air quality (Section 176(a)). A partial list of eligible projects includes capital expenditures for public transit, construction of bus or high-occupancy vehicle (HOV) lanes, traffic flow improvements that achieve a net reduction of emissions, park-and-ride lots at transit stops, and programs to limit vehicle use in high-traffic areas through tolls, parking surcharges, or other congestion pricing measures to control the social and environmental costs of driving.

EPA gives states with nonattainment areas 18 months to revise deficient air plans after EPA's initial review. If that deadline is missed, the nonattainment areas may either have their federal funding withheld or be required to reduce emissions from industry and businesses at a rate that could negatively affect their ability to expand or add new industrial facilities. If after 24 months an area is still in nonattainment, both sanctions kick in. The EPA may also apply the sanctions statewide at that time.

If the Clean Air Act is the stick to force better coordination of transportation and air quality planning, ISTEA is the carrot to induce reform. The most significant change in the federal law is the restructuring of Title 23, the Highways Title of the United States Code, to allow funds formerly restricted to road projects to be spent on all modes of surface transportation, including measures to control demand for new roads. ISTEA also requires the evaluation of all proposed projects against the backdrop of a comprehensive long-range planning process that considers the mobility goals of communities and states in the context of their goals for environmental protection, community quality, economic growth, and energy efficiency.

More than any previous surface transportation act, ISTEA removes traditional barriers to transit, bicycle, and pedestrian projects, such as inequitable match ratios for road and transit projects, more stringent alternative analysis requirements for transit projects than for highways, and overemphasis on new construction to the detriment of system maintenance and preservation. Under the new law, the federal-state match ratio for all transportation projects is the same—80:20 in most cases. Transit capital investment to comply with the Americans with Disabilities Act and the Clean Air Act is actually favored with a 90:10 match ratio. Alternatives analysis procedures must be the same for transit and road projects. And the construction of new capacity on roads is restricted unless it can be demonstrated to help attain clean air goals.

To assure a dedicated source of funds for transportation projects that help meet CAAA goals, a new \$6 billion program, the Congestion Mitigation and Air Quality Improvement program (CMAQ) was created by ISTEA specifically to combat air quality problems through the wider use of TCMS.

ISTEA provides \$119 billion for highways under Title 23, \$58 billion of which can be "flexed" to transit, bicycle, and pedestrian projects. ISTEA also authorizes a substantial increase of funds for transit under Title 49 of the U.S. Code, the Urban Mass Transportation Act of 1964. However, it is unlikely that this fact alone will dramatically strengthen the role of transit in local and state transportation decisions: While most funds under Title 23 are virtually assured

The Intermodal Surface Transportation Efficiency Act of 1991

through the Highway Trust Fund, transit funds are much more vulnerable to the annual appropriations battle. Appropriation levels over the next several years are likely to be lower than the amounts authorized in ISTEA. Only comprehensive planning with a strong component of public involvement can ensure that transportation funds are spent to reduce air pollution.

A Shift of Focus From Projects to Process

A substantial challenge for some metropolitan areas is the requirement that their boundaries must at least include the boundaries of the nonattainment area [23 USC 134(c)].

ISTEA contains a comprehensive set of planning requirements for MPOs and state DOTs. ISTEA mandates the establishment of public involvement processes that give citizens a role in developing transportation plans and programs well before the approval stage. A few key planning requirements in ISTEA are summarized below; a more detailed discussion of them is the topic of the STPP Resource Guide paper "New Rules: Transportation Plans and Programs Under ISTEA" (May 1992).

Section 134(g)(3) of ISTEA requires MPOs for nonattainment areas to coordinate the development of their long-range plans (LRPs) with the development of the state implementation plans required by the Clean Air Act. A substantial challenge for some metropolitan areas is the requirement that their boundaries must at least include the boundaries of the nonattainment area (23 USC 134(c)).

ISTEA requires states to coordinate their transportation planning with the transportation planning activities of metropolitan areas and to develop the transportation portion of the state implementation plan (23 USC 134(j)).

Metropolitan Planning and Transportation Management Areas. The metropolitan planning process must address 15 factors listed in ISTEA, many of which have a direct impact on planning for clean air. The most basic of these is the requirement that the planning process address the overall social, economic, energy, and environmental effects of transportation decisions. In a sense, all of the other factors in the list are the means to address this one.

ISTEA also requires the planning process to attempt to solve transportation needs by using existing facilities more efficiently before building new capacity. No longer can the solution to a given transportation problem be presumed to require the construction of new facilities. The metropolitan plan must include transportation system management (TSM) strategies that increase the usefulness of the existing system and transportation demand management (TDM) strategies that reduce the travel volumes the system must accommodate. This provision reinforces the funding preference given to TCMs over new construction by the CAAA.

The planning process must also consider the effect of transportation policy decisions on land use and the consistency between transportation and land-use plans. This is a significant boon for clean air because the interaction of land use and transportation infrastructure determines the viability of transit, pedestrian, and bicycle access to the transportation system.

Another important new provision in ISTEA is the designation of urbanized areas with over 200,000 population as **Transportation Management Areas (TMAs)**. Within these areas, many of which overlap with nonattainment areas, the transportation planning process must include a congestion management system (CMS) "that provides for effective management of new and existing transportation facilities . . . through the use of travel demand reduction and operational management strategies" [23 USC 134(i)]. TMAs are entitled to strengthened project selection rights and a percentage of suballocated funds from the Surface Transportation Program [23 USC 133(d)]. By request of the governor and affected MPO, any area may be designated a TMA, entitling it to greater

project selection authority but not to a percentage of suballocation funds.

Statewide Planning Factors and Management Systems. ISTEA represents the first federal mandate for statewide transportation planning, which in light of the CAAA's conformity requirements is appropriate because significant air quality planning takes place at the state level. Most of the requirements for the state planning process are similar to those for the metropolitan planning process, with some differences and a few additions reflecting the roles of state DOTs.

Section 303 of ISTEA requires states to develop management systems for highway pavement of federal-aid highways, bridges on and off federal-aid highways, highway safety, traffic congestion, public transportation facilities and equipment, and intermodal transportation facilities and systems. States are to develop and implement these systems in metropolitan areas in cooperation with MPOs. To ensure that the management systems adequately reflect responsibilities for both planning and implementation, new means of state-local cooperation will need to be established. The establishment of these management systems also requires the states to think through the management and operation of existing facilities and to place decisions about construction of new facilities in a broad management context.

The early and extensive involvement of citizens in transportation decisions will help implement the intentions of the CAAA and ISTEA. If public involvement is not adequate, the CAAA also includes a broad provision entitling citizens to litigate against public agencies and individuals under certain circumstances to force compliance with the requirements of the CAAA. Section 304(a) allows citizens to bring a suit against the EPA administrator for failure to carry out any duty that is not discretionary. Citizens may also sue any individual and/or governmental unit for violating any emission standard or limitation. The first test of this right has already arrived: At this writing, Rep. Henry Waxman (D-CA), the Sierra Club Legal Defense Fund, and the Environmental Defense Fund all have brought suits against the EPA and, in the last two cases, the U.S. DOT for their failure to issue a final rule governing the criteria and procedures for making conformity determinations regarding transportation plans, programs and projects.

ISTEA's approach to public involvement is more consensus-oriented, focusing on involving the public in transportation decisions from the development of the LRP through the approval of the final list of projects in the TIP. However, the two approaches are interdependent.

To fully participate and have input into the planning process, it is critical for community, labor, and environmental organizations to acquire a basic knowledge of transportation problems and issues and to build coalitions that further examine the relationship of those issues to their neighborhoods, cities, and towns.

Because transportation is so closely linked to jobs and quality of life, low-income citizens should be included in decisions on transportation policies. Social equity issues ought to be addressed and consideration given to minimizing the burden of transportation costs on the low-income commuter—for example, by developing special funds from the revenue generated by increased gas taxes, vehicle registration and parking fees, or bridge and highway tolls. Effective market-based measures could include low-cost loans for vehicle improvements, trade-in programs for pre-1980 vehicles, employer-provided

The Role of Citizens in Promoting Clean Air

subsidies for transit, and improvements to transit systems and services. Establishment of a delicate balance between effective implementation and social equity issues means developing new coalitions, empowering groups previously excluded from public debate on transportation policy and planning, and placing transportation issues on the public agenda. The potential benefits are improved public health and lower health-care costs, less environmental degradation, and more accessible and energy-efficient transportation options.

Transportation Control Measures

Solving our clean air and transportation problems requires related approaches, from increasing the fuel efficiency of cars and trucks to the application of TDM techniques to reduce our dependency on driving. The variety of approaches to improving air quality are known as TCMs. Examples of TCMs include employer trip reduction programs, stricter emission standards for automobiles, public transportation improvements, pedestrian and bicycle facilities and programs, trade-in programs like "Cash for Clunkers," reformulated gasoline and clean fuel fleet programs.

Section 108 of the CAAA suggests 16 TCMs, and Section 176(d) mandates that they be given priority consideration in funding. These measures are listed below.

Transportation Control Measures

Listed in Section 108 of the Clean Air Act

1. Improved public transit
2. Limitations and restrictions of certain roads or lanes to transit and high-occupancy vehicles
3. Employer-based transportation management
4. Trip reduction ordinances
5. Traffic flow improvements to achieve emissions reductions
6. Park and ride/fringe parking
7. Programs to limit auto travel during peak periods (including congestion pricing)
8. Ride-sharing programs
9. Pedestrian and bicycle facilities
10. Bicycle storage facilities
11. Programs to reduce extended vehicle idling
12. Programs to reduce extreme cold starts
13. Flexible work schedules
14. Programs to promote nonautomobile travel to major activity centers such as shopping centers, special events, and other centers of vehicle activity
15. Programs for new construction and major reconstruction of paths, tracks, or areas solely for the use of pedestrian or other nonmotorized means of transportation
16. Voluntary removal of pre-1980 vehicles ("Cash for Clunkers")

Interim guidance issued February 20 by the Federal Highway Administration of the U.S. Department of Transportation lists five categories of activities agreed on

by DOT and EPA as demonstrating air quality benefits so clearly that they are eligible for funding from the Congestion Mitigation and Air Quality Improvement Program without further consultation with EPA:

1. Transportation activities listed in the State Implementation Improvement Program
2. The Transportation Control Measures listed in section 108 of the Clean Air Act
3. The development of the management systems for traffic congestion and public transportation "where it can be demonstrated that they are likely to contribute to National Ambient Air Quality Standards."
4. Capital and operating costs for traffic monitoring, management, and control facilities. CMAQ funds "may *not* replace existing local and State funds used for operating costs, but are intended to augment and reinforce new efforts.
5. Bicycle and pedestrian programs, including construction of facilities, public education, promotional, and safety programs.

The time is ripe for nationwide changes in transportation policy. To move forward, however, transportation and air quality officials must coordinate their planning efforts and create a climate more responsive to public activism and involvement. In turn, the public must educate and organize around their communities' transportation needs to better understand the role of transportation in neighborhood vitality and quality of life. Citizens must move from a focus on projects to a focus on process. It is critical for citizens, transit operators, labor, business representatives, MPOs and public interest groups to have input into the planning process to look at what services they really need in their neighborhoods, cities, and towns; and how best to provide those services so they contribute to the attainment of healthier air.

Conclusion

Special thanks to Deborah Boldt, formerly of the Center for Neighborhood Technology and now with the City of Chicago, for her help in preparing this paper. Thanks also to Bill Roberts, Bob Yuhnke and Arnette Liebe of the Environmental Defense Fund, and Janet Hathaway of the Natural Resources Defense Council for their contributions to this paper.

The STPP RESOURCE GUIDE is a product of the Surface Transportation Policy Project. STPP is a network of diverse organizations, coalitions, and grassroots groups whose goal is to develop a national transportation policy that better serves the environmental, social, and economic interests of the nation.

Representing both transportation consumers and providers, STPP seeks to frame public debate about federal transportation policy and to help craft a new transportation program that focuses on moving people and goods, rather than vehicles, without favoring any single mode of transportation. Formed in the fall of 1990, STPP encourages the participation of every concerned citizen and organization in its work.

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To get copies of other STPP Resource Guide materials, contact us at 1400 16th Street, NW, Suite 300, Washington, DC 20036. Our phone number is (202) 939-3470.

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Areas Violating the National Ozone Standard

Source: Environmental Protection Agency, 1991

Extreme (1 area)
Los Angeles, Calif.

Severe (8 areas)
Baltimore, Md.
Chicago, Ill.-Ind.-Wis.
Houston, Tex.
Milwaukee, Wis.
New York, N.Y.-N.J.-Conn.
Philadelphia, Pa.
San Diego, Calif.
S.E. Desert Modified AQMA, Calif.
Ventura Co., Calif.

Serious (18 areas)
Atlanta, Ga.
Baton Rouge, La.
Beaumont, Tex.
Boston, Mass.-N.H.
El Paso, Tex.
Greater Conn.
Muskegon, Mich.
Portsmouth, N.H.-Maine
Providence, R.I.
Sacramento, Calif.
San Joaquin Valley, Calif.
Sheboygan, Wis.
Springfield, Mass.
Washington, D.C.-Md.-Va.

Moderate (32 areas)
Atlantic City, N.J.
Charleston, W.V.
Charlotte, N.C.-S.C.
Cincinnati, Ohio-Ky.-Ind.
Cleveland-Akron, Ohio
Dallas-Fort Worth, Tex.
Dayton-Springfield, Ohio
Detroit-Ann Arbor, Mich.
Grand Rapids, Mich.
Greensboro, N.C.
Huntington, W.V.-Ky.-Okla.
Kewaunee Co., Wis.
Knox & Lincoln Cos., Maine
Lewiston-Auburn, Maine
Louisville, Ky.-Ind.

Manitowoc Co., Wisc.
Miami-Ft. Lauderdale-
W. Palm Beach, Fla.

Monterey Bay, Calif.
Nashville, Tenn.
Parkersburg, W.V.
Phoenix, Ariz.
Pittsburgh, Pa.
Portland, Maine
Poughkeepsie, N.Y.
Raleigh-Durham, N.C.
Reading, Pa.
Richmond, Va.
Salt Lake City, Utah
San Francisco Bay Area, Calif.
Santa Barbara, Calif.
St. Louis, Mo.-Ill.
Toledo, Ohio

Marginal (41 areas)
Albany, N.Y.
Allentown, Pa.
Altoona, Pa.
Birmingham, Ala.
Buffalo, N.Y.
Canton, Ohio
Cherokee Co., S.C.
Columbus, Ohio
Door Co., Wis.
Edmonson Co., Ky.
Erie, Pa.
Essex Co., N.Y.
Evansville, Ind.-Ky.
Greenbrier Co, W.V.
Hancock/Waldo Cos., Maine
Harrisburg, Pa.
Indianapolis, Ind.
Jefferson Co., N.Y.
Jersey Co., Ill.
Johnstown, Pa.
Kent & Queen Cos., Md.
Knoxville, Tenn.
Lake Charles, La.
Lancaster, Pa.
Lexington, Ky.
Manchester, N.H.
Memphis, Tenn.

Norfolk, Va.
Owensboro, Ky.
Paducah, Ky.
Portland-Vancouver, Oreg.-Wash.
Poughkeepsie, N.Y.
Reno, Nev.
Scranton, Pa.
Seattle-Tacoma, Wash.
Smyth Co., Va.
South Bend, Ind.
Sussex Co., Del.
Tampa, Fla.
Walworth Co., Wis.
York, Pa.
Youngstown-Sharon, Ohio-Pa.

Submarginal
Kansas City, Mo.-Kans.

HB

117



House Transportation Committee

DATE: **3-4-93**

PLACE: **C-17**

SUBJECT OF MEETING:
 + Port of Anchorage
 + IBU

NAME	REPRESENTING	BUSINESS/PERSONAL MAILING ADDRESS	ZIP	(H) PHONE	(W) PHONE	DO YOU WANT TO TESTIFY?		WHAT SUBJECT/ WHICH BILL?
Frank E. Price	IBU-P	2225 N. Juneau Ave. Juneau	99801	—	789-0333	<input checked="" type="radio"/> Y	<input type="radio"/> N	AMHS
DON DIETZ PORT DIRECTOR	ALASKA'S REGIONAL PORT	2000 ANCHORAGE PORT RD ANCHORAGE, AK	99501	337-1258	272-1531	<input checked="" type="radio"/> Y	<input type="radio"/> N	
JULIAN FAULKNER	IBU	Box 2-1-15 VOLDAL HWY	99616		835-2400	<input type="radio"/> Y	<input type="radio"/> N	AMHS
Jim Ayres	DIRECTOR AMHS					<input type="radio"/> Y	<input checked="" type="radio"/> N	AMHS
						<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	

HOUSE COMMITTEE REPORT

(7)

Date Referred: February 3, 1993

FURTHER REFERRALS:

Finance

Date of Committee Action: _____

The TRANSPORTATION Committee considered:

HB 117

HOUSE BILL NO. 117

NAME MANVIL H. OLSON BRIDGE (SCHROCK RD.)

"An Act naming the Manvil H. Olson Bridge."

- 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)

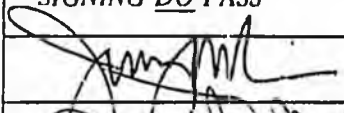

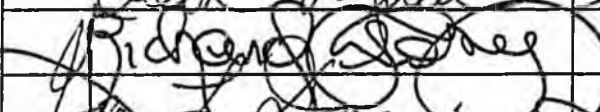
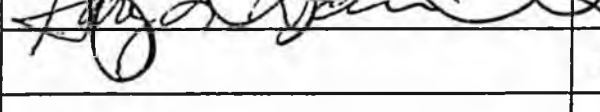
APPROVES PREVIOUS: _____ (Dept/Date)

fiscal impact: _____

fiscal note(s) _____

zero fiscal note _____ DOT

zero fiscal note(s) _____

SIGNING <u>DO PASS</u>	DP	OTHER RECOMMENDATIONS	DNP	NR	AM
	✓				
	✓				
	✓				
	✓				


 CHAIRMAN'S SIGNATURE



Official Business

Alaska State Legislature

State Capitol

Juneau, Alaska 99801-1182

HOUSE TRANSPORTATION COMMITTEE
THURSDAY, FEBRUARY 25, 1993
CAPITOL, ROOM 17
5:00 P.M.

HB 117 - "AN ACT NAMING THE MANVIL H. OLSON BRIDGE."

I N D E X:

1. ORIGINAL VERSION, HB 117
2. FISCAL NOTE, HB 117
3. SPONSOR STATEMENT, HB 117
4. "HISTORY" STATEMENT RE: MANVIL H. OLSON
5. ANCHORAGE DAILY NEWS ARTICLE, DATED JULY 16, 1992
6. PETITION FROM SCHROCK ROAD RESIDENTS
7. LETTER FROM HAROLD OLSON REGARDING HIS FATHER, MANVIL OLSON

FISCAL NOTE

Revision Date:
Title: Name Mavil H. Olson Bridge
(Schrock Road)
Sponsor: Menard, Carney
Requestor:

Department Affected: DOT&PF
BRU: Central M&O
Component: Central M&O
Component Serial Number: 567

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY94	FY95	FY96	FY97	FY98	FY99
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTUAL	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:	0	0	0	0	0	0

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

1002 FEDERAL RECEIPTS	0	0	0	0	0	0
1003 GF MATCH	0	0	0	0	0	0
1004 GF	0	0	0	0	0	0
1005 GF/PROGRAM RECEIPTS	0	0	0	0	0	0
1006 GF/MHTIA	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 (FY93) impact: \$ _____

ANALYSIS: (Attach a separate page if necessary)

The Little Su Bridge (#1030) on Schrock Road will be under construction during the Summer of 1993. Signs can be included with the project.

Prepared by: Margaret Holland

Phone: 266-1440

Division: Central Region, Regional Director's Office

Date: February 8, 1993

Approved by Commissioner: 
Frank G. Turpin

Phone: 465-3900

Agency: Department of Transportation and Public Facilities

Date: February 8, 1993

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HB117
Rep. Curt Menard
2/20/93

HOUSE BILL NO. 117
Representative Curt Menard

SPONSOR'S STATEMENT

I introduced HB117, naming bridge #1030, located at Schrock Rd. over the Little Su River, after Manvil Olson. Mr. Olson spent many years constructing bridges at this same area in order for people to gain access to the end of Schrock Rd.

When people in the Schrock area are giving others directions they always refer to this river crossing as, "the Manvil Olson bridge". Many of my constituents and others in the community have put together a petition requesting the bridge be named after Mr. Olson.

Enclosed is a brief history of Mr. Olson's accomplishments. After reading it, I'm sure you will agree with my constituents that it is only fitting that this new bridge be named after Manvil Olson. He has demonstrated and captures the true spirit of an Alaskan pioneer.

HISTORY

MANVIL H. OLSON

Manvil Olson was born January 19, 1908, in Bird Island, Minnesota. He was among the first civilian travelers on the Alcan Highway, moving to Alaska with his wife and daughter in 1947. The family first settled in Haines, where he operated a garage.

In 1949, the Olsons moved to Skagway, where he became a machinist on the White Pass and Yukon Railroad. The family moved to Anchorage in 1951, where Manvil became a machinist on the Alaska Railroad.

In 1953, he lived on a homestead near Wasilla, six miles off the end of the nearest road. He and his family developed the homestead over the next several years. He opened and operated a commercial dairy farm from 1959 until 1964. The farm still produces hay and beef. During the homesteading period, Mr. Olson also worked full time on the railroad and after leaving the railroad worked at the Fort Richardson Motor Pool. He continued to work on the homestead evenings and weekends. He also did custom machine and equipment work for his neighbors.

In 1978, he drew a tract of land in the Delta Barley Project. At the age of 70, he began developing the parcel with his sons, eventually clearing and planting 2,400 acres of land. The farm, known as Big G Ranch, which is now owned by the family is still in operation.

Mr. Olson was a strong advocate of agriculture development and its potential in Alaska. He founded one farm on the family homestead north of Wasilla, where he cleared the land. In order to develop the area and continue his operation, he built four vehicle bridges over the little Su River, using three different designs. At the time of his death he was involved in managing a purebred herd of Scottish Highland beef cattle in Wasilla.

Mr. Olson's drive for great projects did not end with statehood and he remained committed to agricultural development in Alaska all of his life.

Mr. Olson is survived by his wife of 48 years, Beulah Weedon Olson; his daughter, Karen Olson Lee of Anchorage; his sons, Harold and Arnold of Wasilla; and his four grandchildren.

MANVIL H. OLSON

Wasilla resident Manvil Harold Olson, 84, died July 13 at his Little Susitna River home.

A funeral will be held at 2 p.m. Friday at First Presbyterian Church of Wasilla, 1375 E. Bogard Road.



Olson

Mr. Olson was born Jan. 19, 1908, in Bird Island, Minn. He spent the first 18 years of his life on a farm in the Mille Lacs area of Minnesota. He left the farm after high school and moved to Chicago where he became a machinist and tool and dye maker. He was a member of the Machinists Union International.

Mr. Olson enlisted in the Navy during World War II, serving on a destroyer in the Pacific and Atlantic theaters. He married Beulah Weedon Nov. 13, 1944, in Virginia. He was among the first civilian travelers on the Alcan Highway, moving to Alaska with his wife and daughter in 1947. The family first settled in Haines, where he operated a garage.

In 1949, the Olsons moved to Skagway, where he became a machinist on the White Pass and Yukon Railroad. The family moved to Anchorage in 1951. Mr. Olson became a machinist on the Alaska Railroad.

In 1953, he lived on a homestead near Wasilla, six miles off the end of the nearest road. He and his family developed the homestead over the next several years. A commercial dairy farm was opened in 1959 and operated until 1964. The farm still produces hay and beef.

During the homesteading period, Mr. Olson also worked on the railroad and at the Fort Richardson Motor Pool. He did custom machine and equipment work for his neighbors.

In 1978, he drew a tract of land in the Delta Barley Project. At the age of 70, he began developing the parcel with his sons, eventually

clearing and planting 2,400 acres of land. The farm, known as Big G Ranch, was successfully completed and is still in operation.

According to his family, Mr. Olson was a strong advocate of agriculture development and its potential in Alaska. He founded one

farm on the family homestead north of Wasilla and another at Delta. At the time of his death, he was involved in managing a purebred herd of Scottish Highland beef cattle in Wasilla.

Mr. Olson is survived by his wife of 48 years, Beulah

Weedon Olson of the family farm; his daughter, Karen Olson Lee of Anchorage; his sons, Harold and Arnold of Wasilla; his grandchildren, Leighton and Conan Lee of Palmer and Anchorage, and John Olsen and Stanley Olson, both of Wasilla; his niece, Louise Augustsson of

Anchorage; his nephew, Wayne Lofgren of Anchorage; his brother, Otto of Missouri; and his sisters, Vicki MacClean and Florence Haglund, both of Minnesota, and Lorraine Veith of Dallas.

Arrangements were by Kehl's Palmer Mortuary.

Angela Busn

N/A

Kenneth Jerks

Nancy (HEKER)
Randy (Rindall)

Dequy Snelling
Nashel Crabbe

Joel Smith

Shelia D. Smith

Rozannah Smith

Shelia D. Hess

James S. Helminich

Reslyn Helminich

Don Kurek

Marlene

Carl Gray

373-2991

Jim Gray

Ed Fitzgerald

376-5837

William Smith

Joyce Fitzgibbon

Jimmy L. Brown

746-4007

Dwight S. Thompson

" "

Arnold Olson

373-1796

Stanley Olson

373-11

Jason G. Brown

Dana L. Richards

Harold J. Olson

373-1092

Onaive Peck (Kisau)

John

OLSON

Beulah W. Olson

376-5771

Craig Jones

376-1004

Ray Adreth

786-2774

Jesse Sprague	746-1090
Jim Sprague	" " " "
Wray Weers	376-1004
Andy Hunter	376-7608
Ernie [unclear]	376-6979
Ann Jobi	
Carolyn Bush	376-5722
Randa Sawley	376-2647
Callie Willard	376-2647
Frank Staker	376-5666
Logan [unclear]	376-7510
John Antonio	376-5527
Mason Antonio	376-5527
Harry [unclear]	376-5527
Christian D. Worin	373-0597
Michael J. Willkit	373-1795
Timothy W. Willkit	373-1795

Bridge No. 1030

Location: on the little Susitna River
off the end of the Schrock Rd.

I am requesting that the above bridge
be dedicated in memory of my father
Manville Olson, recently deceased July 13, 1992.

He has a long history in this area, one that
predates statehood. He homesteaded north of
the little Su 1/4 mile north off the end of the
Schrock Rd in 1953.

Legal
e 18
18.021W

Our original access to the homestead
was where the present day North Shushana Road is.

He built a bridge there in 1954, actually just
down stream, where the current Shushana bridge
is, was our ford.

In 1955 the Federal Road Commission
extended the Schrock Rd. Three miles ~~down stream~~
west, to where it ends to this day.

He worked on that road extension operating a
dozer.

That same year he built a bridge over the
little Su and a new road to the homestead
from the end of Schrock Rd.

During the time from 1954 - 1958 he cleared
land on the homestead and land for many other
homesteaders within the area, a lot of this was
later rented and used for the dairy that was
started in 1957. For the first year of the
dairy operation milk was hauled in ten gallon
cans to a dairy owned and operated by Pat (Arney),
another individual who embraced the true definition of the

homestead act, to Farm.

The reason the milk was delivered to the CARNEY FARM WAS ^{THAT} THE MILK TRUCK WOULD NOT CROSS THE BRIDGE, ^{gross weight question.}

(LATE 57) → In 1958 HE built a cantilever suspension bridge over the little su, this piece of artistic engineering. The milk truck crossed.

In 1959 we had our 100 yr. flood and the bridge floated down stream like a big ship.

During this time, with water three feet deep in the river bottom flats, he rowed the milk to the south side in ten gallon cans and hauled them to the CARNEY FARM.

When the water went down the Corps of Engineers put in a BARRIAGE; however, the milk truck would not cross this.

During the summer of 1959 he built a new bridge over the river this time with a center pier. In 1960, ^{or late 1959} the Corps of Engineers, (or late 1959) built us a Bailed bridge.

My father was a major bridge builder in the '20s before statehood. He, to my knowledge ~~was~~ built the only suspension bridge over the little su.

The close proximity of the homestead, the incredible energy expended in the development of the area.

The operation of a business, his commitment to Alaska.

He built four vehicle bridges over the little su of three different designs.

His drive for great projects did not end with statehood as he remained committed to agriculture and development in Alaska all of his life. This new bridge is a fitting memorial to my father.

Thank you NAROLD NISON