

BIENNIAL REPORT

FOR

1955 - 1956

OF THE

ALASKA TERRITORIAL HIGHWAY ENGINEER

AND

SUPERINTENDENT OF PUBLIC WORKS

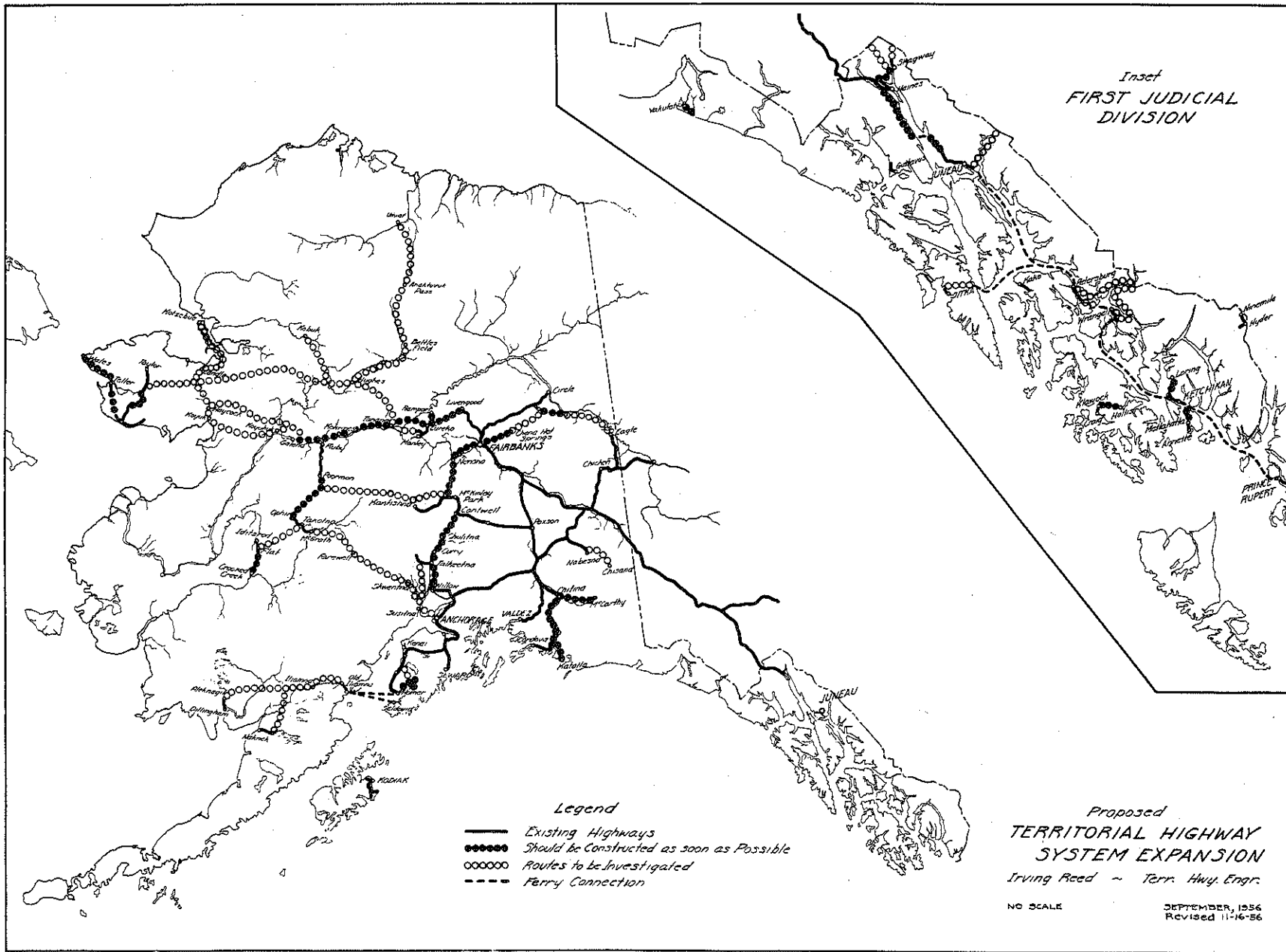
TO THE

TWENTY - THIRD TERRITORIAL LEGISLATURE

AND

ESTIMATES OF RECEIPTS AND EXPENDITURES FOR THE PERIOD

JANUARY 1, 1957 TO JUNE 30, 1959



TERRITORY OF ALASKA
Office of
TERRITORIAL HIGHWAY ENGINEER

February 28, 1957

Honorable Waino Hendrickson
Acting Governor of Alaska
and Members of Alaska Territorial Legislature
Twenty-third Session
Juneau, Alaska

Gentlemen:

I have the honor of transmitting to you the report of the activities of the office of Highway Engineer during the periods January 1, 1955, to January 31, 1957, the proposed budget for the period February 1, 1957, to June 30, 1957, and the anticipated revenues and partial budget for the biennium of July 1, 1957, to June 30, 1959.

Respectfully submitted,

IRVING McK. REED
Territorial Highway Engineer

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TERRITORIAL BOARD OF ROAD COMMISSIONERS

Irving McK. Reed	Ex-officio Chairman and Secretary
Peter C. McCormack	Member from the First Division
Dewey Goodrich	Member from the Second Division
Ken Sheppard	Member from the Third Division
G. A. Seeliger	Member from the Fourth Division

FOREWORD

Section 1, (i), Chapter 47, Session Laws of Alaska 1955, reads as follows: "(i) Within thirty days after convening of the Legislature the Director of the Department of Aviation and the Highway Engineer shall submit biennial budgets covering anticipated revenues and their expenditures, for the consideration and approval by the Legislature in regular session assembled. These budgets shall cover all monies collected or anticipated to be collected under provisions of this Act for the biennium next succeeding the adjournment of each regular session of the Legislature."

Section 11, Article 1, Chapter 82, Session Laws of Alaska, 1955 reads as follows: "Section 11. The Director shall require the submission of financial reports and statements by Territorial agencies in such form and at such times as may be deemed necessary for the proper administration of this Act; and all administrative agencies heretofore required to submit reports to the Governor and the Legislature shall submit such reports to the Director. On or before the tenth day after the convening of the Legislature in regular session, the Director shall submit a consolidated report to the Legislature, which report shall be in lieu of all other reports heretofore required by law to be submitted to the Legislature."

Since it is the understanding of this Office that the Director will forego submitting a consolidated report, it is thought best to submit a full report to the Legislature along with the required biennial budget. However, due to a change in Highway Engineers, effective April 1, 1957, it is impossible for the present incumbent of the Office of Highway Engineer to budget expenditures beyond that date, except as to Territorial Federal-aid matching funds.

GENERAL REMARKS

This biennium encompassed four major changes in the Territorial road program. These are:

1. The raising by the Twenty-second Territorial Legislature of the motor fuel tax on vehicles on highways from two cents to five cents a gallon.
2. The division of the funds from the motor fuel tax into a Highway Fund and a Water and Harbor Facilities Fund.
3. The changing of the fiscal year from January - December 31 to July 1 - June 30, all three changes effective July 1, 1955; and
4. The placing of the Territory of Alaska under a special Section of the Federal-aid Highway Act, effective July 1, 1956, and accompanying this, the transfer of the Alaska Road Commission, U.S. Department of the Interior, with all personnel and equipment, to the Bureau of Public Roads, U. S. Department of Commerce.

The above mentioned four changes caused a great deal more work for the Office of the Territorial Highway Engineer as well as giving that office a great opportunity to expand and make more effectual a Territorial road building program.

After the Legislature had raised the motor fuel tax, the U. S. Department of the Interior announced in June, 1955, that, since the Territory now had sufficient road funds, the Department would not ask the Congress for the usual \$400,000.00 item in its program for the construction of farm and access roads in Alaska, but would turn this program over to the Territory. As this farm and access road program had to be maintained for the sake of the rapidly expanding base-metal mining, coal mining and farm and rural development, the Territorial Highway Engineer had no other choice but to accept this program. However, the Alaska Road Commission assured the Office of the Territorial Highway Engineer that under the provisions of Federal Law (42 Stat. 90; 48 USC Sec. 327), it would include in its system for maintenance any road built by the Alaska Road Commission with Territorial funds, in whole or part.

The Office of the Territorial Highway Engineer in administering this necessary farm and access road program as well as planning and administering with the advice and help of the Territorial Board of Road

Commissioners its own highway program, was severely handicapped by the limitations which Chapter 6, First Extraordinary Session of the Twenty-second Territorial Legislature, placed on the amount of funds from the Highway Fund which could be used for administration, field offices, and engineering, the amount allowed being less than 2% of the funds administered where from 10% to 15% was needed.

Long engineering experience has shown that, where there is one definite project, engineering work may profitably be contracted. Where there is a continuing construction program of projects, control of the engineering is lost by contracting and engineering costs greatly increased. However, the funds allowable under Chapter 6, aforesaid, limited the expenditure from Highway Fund for the biennium for engineers and draftsmen to one engineer who had to accept a salary much lower than that generally paid in Alaska to engineers in private industry. In this connection the duties of the Highway Engineer himself, in the administration of his office and in looking over, evaluating, placing priorities on, and allotting funds to various requested projects, are so great that he cannot take over any actual engineering work. Engineers and draftsmen had to be hired, therefore, for each job. This in turn meant a great deal more bookkeeping and field office room. Again the terms of Chapter 6 limited the number of office and administrative personnel, and also limited field offices so that in an area of high rents such as Anchorage only one basement room in a private house could be rented. This again limited the number of engineers and draftsmen who could be hired on projects, and so greatly reduced efficiency in carrying out a program.

All roads either built or reconstructed throughout Alaska with moneys from the Highway Fund were built or reconstructed by private contract or by advantageous arrangements with the Alaska Road Commission (Bureau of Public Roads), or by contracts with political subdivisions of the Territory, thereby carrying out the provisions of Section 1 (g), Chapter 47, SLA 1955. The two exceptions are the Kake Road which, due to unusual terrain, was built by a combination of private contract and force account, and the reconstruction of Craig-Klawock Road and bridge. This last project was an Alaska Public Works contract under the Fishermen's Relief Program which specified that the work be done by force account so that all those persons in need of relief could be rotated in employment and thereby earn enough wages to relieve their distress.

Whatever feasible, Water and Harbor Facilities projects were done by private contract or by contracts with political subdivisions of the Territory. However, many of these projects were built under Alaska Public Works contracts on the Fishermen's Relief Program and were

as was the Craig-Klawock Road to force account work or a combination of force account and private contract. Small mooring float projects, and dock and float repairs, too small to be contracted, were done by force account or a combination of force account and private contract.

TERRITORIAL PARTICIPATION BY CONTRIBUTIONS IN THE FEDERAL ROAD BUILDING PROGRAM

As explained above, the Territory was compelled to take over the farm and access program of the Alaska Road Commission. Roads in this program were advantageously built by arrangements with that agency, and later with the Bureau of Public Roads. Also the Territory through the Office of its Highway Engineer, started the building by advantageous arrangements with the A. R. C. (B. P. R.) roads which could be classified as "trunkline roads" although they also served as access roads to farm and mining areas. A list of these roads and the amounts contributed by the Territory to the A. R. C. (B. P. R.) is given on Page 35 of this report

FEDERAL-AID HIGHWAY ACT FOR ALASKA

Under the Federal Law known as the Federal-aid Highway Act of 1956, Section 107, Highways for Alaska, the Territory of Alaska is entitled to share in funds authorized for expenditure for projects on the Federal-aid primary, secondary and urban systems along with all the States and the Territory of Hawaii. The share of each State is figured through a very complicated formula in which the area of public land in each State, population and rural star route mileage are the controlling factors. Since Alaska's great acreage of unappropriated public lands would have raised her share of Federal-aid highway funds higher than Congress considered necessary, one third of the area of Alaska is used in the calculations to determine the area factor in the apportionment of funds.

The roads to be assigned to each system of primary, secondary and urban roads is to be determined and agreed upon by (the representative of) the Secretary of Commerce, the Governor of Alaska and the Territorial Highway Engineer of Alaska. The Territory of Alaska shall contribute each fiscal year not less than ten percent of the funds avail-

able to Alaska under the above mentioned Federal-aid apportionment. The apportioned Federal funds plus the Territory's contributed funds (or Federal-aid Highway Fund) are (is) to be spent within two years from the beginning of the fiscal year in which the funds become available. Contrary to the Federal-aid Highway Act as applied to the States and Hawaii, Federal-aid Highway Funds may be expended for maintenance of roads in the systems agreed on for Alaska. The Secretary of Commerce (or his representative) may expend Federal-aid Highway Funds either directly (as he sees fit) or in co-operation with the Territorial Board of Road Commissioners.

The Federal-aid Highway Fund for Alaska is apportioned in the fiscal year 1958 (July 1, 1957, to June 30, 1958,) to the three highway systems as follows:

	Primary 59.43%	Secondary 40.07%	Urban 0.50%	Total 100%
Federal Funds	\$ 7,809,925.00	\$ 5,266,562.00	\$ 65,112.00	\$13,141,599.00
Territorial Funds	781,005.29	526,583.91	6,570.80	1,314,160.00
Totals	<u>\$ 8,590,930.29</u>	<u>\$ 5,793,145.91</u>	<u>\$ 71,682.80</u>	<u>\$14,455,759.00</u>

Of the total amount available about four million dollars will have to be used for maintenance. Using the same percentages for each system, the approximate amounts left after maintenance for new construction on each system is as follows:

Funds:	Primary	Secondary	Urban	Total
Apportioned	\$ 8,590,930.	\$ 5,793,146.	\$ 71,683.	\$14,455,759.
To be used for maintenance	<u>2,377,600.</u>	<u>1,602,300.</u>	<u>20,100.</u>	<u>4,000,000.</u>
Left for new construction	\$ 6,213,330.	\$ 4,190,846.	\$ 51,583.	\$10,455,759.

For the fiscal year 1957 (July 1, 1956, to June 30, 1957,), there is \$1,932,588.00 available in Federal -aid matching funds, which amount is to be matched by the Territory by \$193,258.80 making the total amount of Federal-aid Highway Funds available equal to \$2,125,846.80 for the fiscal year ending June 30, 1957. This last amount will approximately all be spent on maintenance.

The Territory through its Highway Engineer allotted to the Alaska Road Commission for the fiscal year March 1, 1956, to February 28, 1957, (old A. R. C. fiscal year), \$300,000.00 for its share of the maintenance of roads in Alaska outside of the National Forests. By July 1, 1956, when the Federal-aid Highway Act for Alaska became law, the Territory had

contributed \$100,000.00 to the A. R. C. of the \$300,000.00 pledged. On July 9, 1956, the Territory through its Highway Engineer requested the Alaska Road Commission, then still in existence, to cancel the remaining \$200,000.00 as the Territory was matching Federal Funds under the Federal-aid Highway Act with \$193,258.80, thus allowing ample funds for the maintenance of roads for the fiscal year ending June 30, 1957. This cancellation of funds was agreed on by the Alaska Road Commission.

At a conference held between former Governor B. Frank Heintzleman, Captain Charles D. Curtiss, Commissioner of Public Roads, and Mr. Frank Turner of the Bureau of Public Roads, it was decided that:

1. Any roads not included in the road systems at the meeting to set up the systems for Alaska between the Governor of Alaska, the Territorial Highway Engineer of Alaska, and the Regional Engineer of the Bureau of Public Roads, may be so included after further consideration by the aforesaid officials.

2. At conferences of the aforesaid officials, roads may be moved from the primary to the secondary system, or vice versa, according to the greatest amount of money available for either system.

3. Money available in Urban System funds may be spent on through roads inside of municipalities. However, as Urban Systems are very small in Alaska, Primary System funds may be used to augment Urban System funds for these through roads.

4. Low standard roads, such as feeder, access, farm and spur roads, will be placed in the Secondary System, and the longer roads in Alaska placed in the Primary System. No attempt will be made to construct high standard roads equivalent to the high standard B. P. R. roads built in Southeastern Alaska. In the United States, the Bureau of Public Roads has constructed thousands of miles of so-called "scratch roads" and "truck trails" for the U.S. Forest Service and the Bureau of Land Management. In Alaska, the B. P. R. will build roads to open up the country and of standards to fit the economy of the area regardless of any fixed standard previously used.

5. The placing of most of the Alaskan roads in the Primary System will not add to or detract from the total amount of funds which will be available under the Federal-aid Highway Act for Alaska.

6. To the extent that is is able and may wish to do so, the Territory, with the consent of the Bureau of Public Roads, may engage in road construction:-

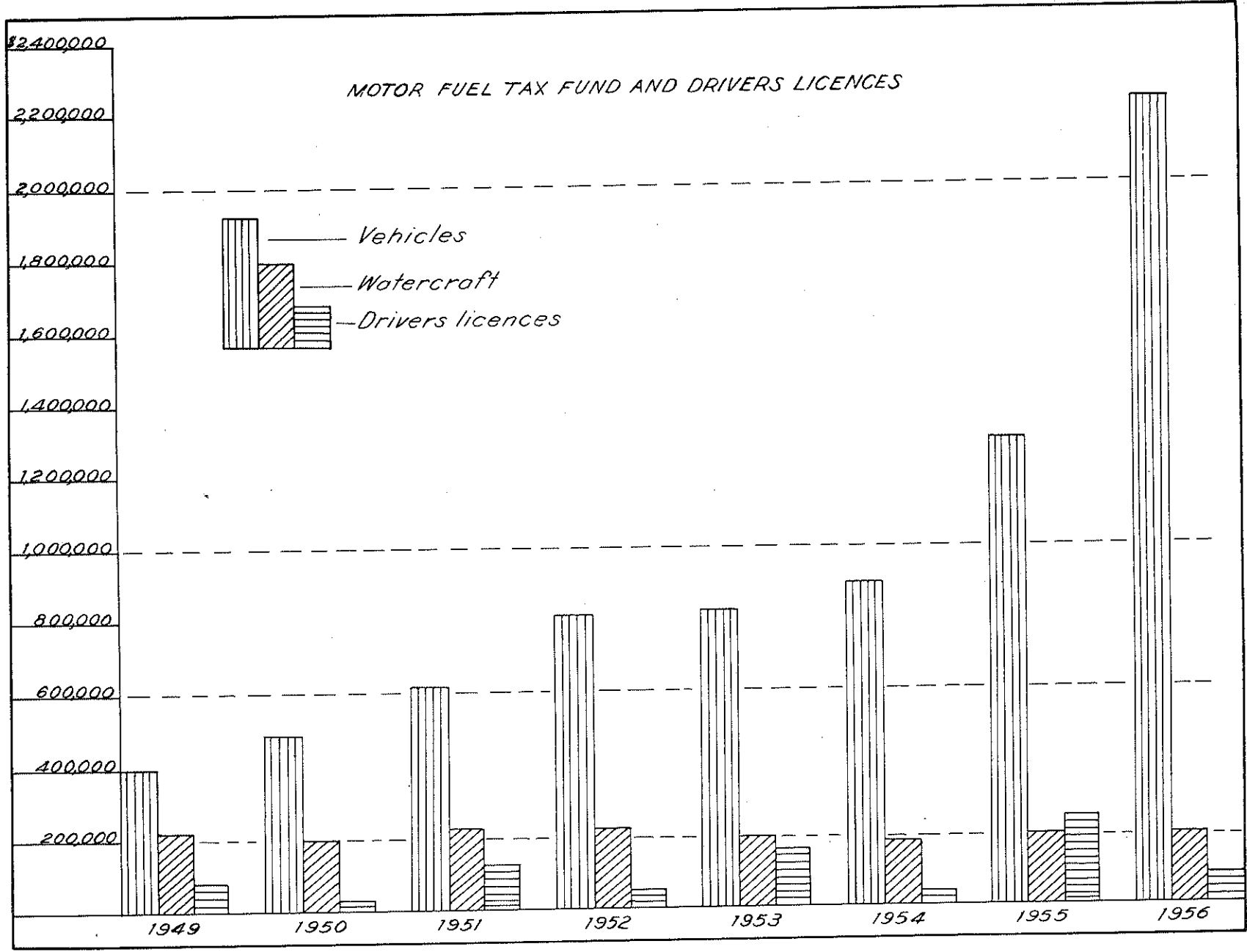
(a) from Federal Funds exclusive, or (b) from a combination of Federal and Territorial funds, or (c), without the consent of the B. P. R., from Territorial funds exclusively.

It was planned by this Office for the Territory to take over in the 1957 season all road building and maintenance in the Second Division as this Division was considered the easiest road building and maintenance area for which the Territory might assume responsibility. It was then planned, as soon as the Second Division was successfully set up to take over in succession the First, Fourth and finally the Third Division, until Alaska stood toward the Bureau of Public Roads and Federal-aid as do the States and the Territory of Hawaii. It is strongly urged that the incoming Highway Engineer follow this or a similar procedure.

Mr. Morton Flint was appointed B. P. R. District Engineer in September, 1956, to represent the Secretary of Commerce in setting up the three Federal-aid highway systems in Alaska. A tentative date for a meeting between the Governor of Alaska, the Territorial Highway Engineer, and Mr. Flint was set for November 20, 1956. Mr. Flint's untimely death delayed this meeting until another man could be appointed from Washington, D. C. In early January of 1957, Mr. Bill Andrews was appointed Regional Engineer for the B. P. R. However, due to a heart condition developing, Mr. Andrews, in the latter part of January, was forced to relinquish the appointment. This again left the permanent position of Regional Engineer open, with Mr. A. F. Ghiglione as Acting Regional Engineer until a permanent Regional Engineer could be found. However, the Commissioner of Public Roads has telegraphed the Territorial Highway Engineer giving assurance that highway maintenance and construction activities will be uninterrupted.

The Hayden-Cartwright Act (48 Stat. 993) states; "Sec. 12. Since it is unfair and unjust to tax motor vehicle transportation unless the proceeds of such taxation are applied to the construction, improvement, or maintenance of highways, after June 30, 1935, Federal-aid for highway construction shall be extended only to those States that use at least the amounts now provided by law for such purposes in each State from State motor-vehicle registration fees, licenses, gasoline taxes, and other special taxes on motor vehicle owners and operators of all kinds for the construction, improvement, and maintenance of highways and administration expenses in connection therewith, including' --- etc". Care should be taken not to contravene this law when assigning any taxes on the operation of motor vehicles to cities, public utility districts, or for other purposes, so as not to endanger the participation by the Territory of Alaska in the Federal-aid Highway Act.

Territorial funds for the matching requirements of the Federal-aid Highway Act for Alaska should be made available at the start of the Fiscal year (July 1). However, through a properly documented agreement between the Territory and the Bureau of Public Roads, these funds may be paid quarterly in lieu of payment in full at the beginning of the fiscal year (July 1).



FUNDS AVAILABLE TO HIGHWAY ENGINEER - January 1, 1955 to June 30, 1955

Motor Fuel Oil Tax Fund

Ledger Balance as of January 1, 1955			\$ 211,609.76
Received 1/1/55 to 6/30/55			
Aviation Gas Tax		\$134,251.94	
Watercraft Fuel Oil Tax:			
First Division	\$19,337.92		
Second Division	88.17		
Third Division	7,636.76		
Fourth Division	<u>10.00</u>	27,072.85	
Vehicles and Stationary Engines:			
First Division	\$34,799.44		
Second Division	5,437.04		
Third Division	226,979.55		
Fourth Division	<u>76,277.90</u>	<u>343,493.93</u>	504,818.72
Drivers License Fund:			
First Division		\$30,007.21	
Second Division		1,458.00	
Third Division		132,201.44	
Fourth Division		<u>50,031.00</u>	213,697.65
Miscellaneous Operating Receipts:			
A. P. W. - Craig-Klawock Contribution		\$13,169.31	
A. P. W. - Angoon Dock Contribution		2,325.50	
A. P. W. - Hoonah Gridiron Contribution		10,965.68	
Repayment of R. O. W. Purchase		300.00	
Contribution - Minnesota St. (KENI-KFQD Rd.)		5,000.00	
M/V Chilkoot - Miscellaneous Receipts		<u>1,154.11</u>	32,914.60
Forest Reserve Fund			
Ledger Balance as of 1/1/55			21,739.76
Aleutian Island Wildlife Fund			
Ledger Balance as of 1/1/55			<u>1,379.32</u>
TOTAL			\$986,159.81
Less Aviation Gas Tax			<u>134,251.94</u>
AVAILABLE FUNDS			\$ 851,907.87

FUNDS AVAILABLE TO HIGHWAY ENGINEER - July 1, 1955 to December 31, 1956

Available for Construction of Highways

HIGHWAY FUND

Ledger Balance as of July 1, 1955	\$216,204.20	
A. R. C. Trust Fund Deposit as of July 1, 1955	<u>125,475.68</u>	
Net Cash as of July 1, 1955		\$ 341,679.88

Motor Fuel Tax Receipts:

First Division	\$ 367,192.03	
Second Division	142,038.85	
Third Division	1,989,728.53	
Fourth Division	<u>679,759.60</u>	\$ 3,178,719.01

Drivers License Fund:

First Division	\$ 11,145.55	
Second Division	2,449.50	
Third Division	45,944.77	
Fourth Division	<u>18,925.32</u>	78,465.14

Miscellaneous Receipts:

M/V Chilkoot - from fares	\$ 47,369.02	
A. P. W. - Craig Klawock Rd.	10,085.68	
Refunds	<u>74.00</u>	<u>57,528.70</u>
		3,314,712.85

FOREST RESERVE FUND

Ledger Balance as of July 1, 1955	\$ 14,857.64	
First Division Receipts	\$451,780.09	
Third Division Receipts	<u>6,488.57</u>	<u>458,268.66</u>
		473,126.30

ALEUTIAN ISLAND WILDLIFE FUND

Ledger Balance as of July 1, 1955	\$ 1,379.32	
Received as of 12/31/56	<u>137.24</u>	<u>1,516.56</u>

TOTAL

\$ 4,131,035.59

FUNDS AVAILABLE TO HIGHWAY ENGINEER - July 1, 1955 to December 31, 1956

Available for Construction of Water and Harbor Facilities

WATER AND HARBOR FACILITIES FUND

Ledger Balance as of July 1, 1955		\$ 140,000.00
Motor Fuel Oil Tax Receipts:		
First Division	\$148,560.64	
Second Division	10,835.71	
Third Division	78,784.47	
Fourth Division	<u>6,616.44</u>	244,797.26
Refunds & Reimbursements		<u>1,386.20</u>
TOTAL		\$ <u>386,183.46</u>
GRAND TOTAL		\$ 4,517,219.05

EXPENDITURES - ROADS

Period - January 1, 1955 to June 30, 1955

FIRST DIVISION

Port Chilkoot	\$ 2,390.87	
Klukwan Snow Removal	170.45	
Comstock Road	391.64	
Carlanna Lake Road	34.21	
Roosevelt Drive	902.23	
Craig Klawock Road Repair	935.34	
Carcross Road	900.33	
Taiya Bridge	3,500.64	
Skagway Ramp	272.37	
Juneau Ramp	9,372.70	
Haines Ramp	66.72	
Ferry Expenditures	24,194.35	
A. R. C. Maintenance Contribution	<u>20,312.50</u>	\$ 63,444.35

SECOND DIVISION

Kotzebue Roads	\$ 416.66	
Nome-Teller Route	115.42	
Nome-Kougarok Route	22,075.78	
A. R. C. Maintenance	5,325.00	
Engineering & Miscellaneous	376.00	
Travel & Per Diem	<u>553.44</u>	\$ 28,862.30

THIRD DIVISION

Lazy Mountain Road	\$ 681.89	
"C" Street Extension - Spenard	248.90	
Eagle River Road	2,805.72	
Fire Lake Hatchery Road	1,128.20	
Valdez - Mineral Creek Road	296.17	
Matanuska - Wasilla Road	5,216.87	

EXPENDITURES - ROADS

Period - January 1, 1955 to June 30, 1955

THIRD DIVISION (Continued)

Homer Airport By-Pass Road	10,067.23	
Homer Hospital Access Road	1,500.00	
Jakolof Bay Road	3,353.44	
Little Susitna Road	300.00	
Maintenance Seward Area Roads (B. P. R.)	4,043.42	
Cordova Chase Road	228.80	
Travel & Per Diem	553.44	
Engineering & Miscellaneous	376.00	
A. R. C. Maintenance	<u>69,750.00</u>	\$ 100,550.08

FOURTH DIVISION

Nenana Tote Road	\$ 366.68	
Nenana Snow Removal	500.00	
Chena Hot Springs Road	1,985.41	
Goldstream Road Extension	229.89	
Little Chena Bridge Design	1,000.00	
Traffic Signs	211.10	
Tanana Road Snow Removal	244.62	
Engineering & Miscellaneous	376.00	
Travel & Per Diem	553.44	
A. R. C. Maintenance	<u>33,162.50</u>	\$ 38,629.64

EXPENDITURES - GENERAL

Period - January 1, 1955 to December 31, 1956

Appropriated Accounts	\$ 142,822.99	
Traffic Laws	2,615.55	
Board of Road Commissioners	<u>1,617.00</u>	\$ 147,055.54

EXPENDITURES - HIGHWAY FUND

Period - July 1, 1955 to December 31, 1956

FIRST DIVISION

Juneau-Haines-Skagway Ferry Operation,		
Repair & Ramp Maintenance	\$ 121,178.97	
Baranof Trestle & Walk Repair	740.91	
New Ferry Boat	106,340.73	
Craig-Klawock Road & Bridge		
Repair	32,968.91	
Taiya Bridge Survey	381.36	
Haines Lutak Road	38,692.96	
Hoonah, Road & Bridge Repair	1,048.57	
Skagway-Carcross Road	43,317.82	
Auke Lake Bridge & Road Survey	616.45	
Glacier Loop Road Snow Removal and R. O. W.	886.00	
So. Point Stevens Road, Design and Construction	20,092.51	
Tee Harbor Road Blading	7.61	
West Juneau Ski Trail Road Survey- Design	1,099.52	
Oliver Inlet-Seymour Canal Portage and Tram Construction	8,000.00	
Kake-Portage Road Construction	51,301.67	
Metlakatla Ferry Survey	175.75	
Refuge Cove Road Survey	403.09	
North Point Higgins Road-Bridge Construction	24,849.19	
Carlanna-High School Road Survey	525.21	
Carlanna Lake Road Repair	6,589.98	
Roosevelt Drive Repair	97.77	
B. P. R. Maintenance	1,887.68	
Yakutat-Situk Road Survey	4,758.89	
Engineering & Miscellaneous	354.30	
Travel & Per Diem	3,133.01	
Workmen's Compensation Insurance	648.23	
A. R. C. Maintenance	36,562.50	
		\$ 506,659.59

EXPENDITURES - HIGHWAY FUND

Period - July 1, 1955 to December 31, 1956

SECOND DIVISION

Kobuk-Copper Mine Reconnaissance		
Survey	\$	1,061.15
Kotzebue Roads		8,818.67
Nome-Teller Route		120,499.76
Nome-Kougarok Route		368,685.25
Trails		168.00
Engineering & Miscellaneous		354.30
Workmen's Compensation Insurance		648.23
Travel & Per Diem		3,133.01
A. R. C. Maintenance		3,195.00
		<u>\$ 506,563.37</u>

THIRD DIVISION

Valdez-Mineral Creek Road	\$	28,689.18
Lake Louise Road		24,521.75
Valdez Glacier Road		3,988.88
Dillingham-Aleknagik Road		19,837.46
Pittman Road		34,916.14
Big Lake Road		4,926.12
Buffalo Mine Road		4,832.97
Engstrom Road		3,805.94
Mrak Road		272.28
Homer East End Road		24,639.32
Homer Airport By-Pass Road		23,418.60
Kodiak Cemetery Road		8,067.03
Marth Road - Engineering & Plans		3,758.65
Scout Lake Road		12,613.69
Clam Gulch Road		14,716.98
Ninilchik Bridge Design		1,021.19
Island Lake Road		9,003.37
Hidden Lake Road		2,358.31
Cohoe Road Extension		19,094.66
Seldovia-Fish Creek Road		47,471.37
Uiamna Post Road		4,027.98
Cordova Whitshed Road		57,500.00
Crawford Subdivision Road		11,029.66
Lowell Point Road		963.96

EXPENDITURES - HIGHWAY FUND

Period - July 1, 1955 to December 31, 1956

THIRD DIVISION (continued)

Seward Area Road Maintenance (B. P. R.)	8,206.32	
Talkeetna-Cache Creek Road	24,467.00	
Whiskey Gulch Road	10,064.95	
Spenard "C" Street Extension	31,300.16	
International Airport Road Engr.	207.50	
KENI-KFQD Road Paving	20,600.00	
Boniface Road	2,490.98	
Move & Store Surplus Culverts	135.43	
Lazy Mountain Roads	300.00	
Campbell Strip Road	3,895.85	
Northern Lights Blvd.	46,045.00	
Johnson Road (Engineering)	948.60	
Kincaid Road	1,612.38	
Schrock Road Construction	28,283.63	
Eagle River Loop Road	12,337.87	
Eagle River Road	22,903.22	
Birchwood Small Tracts Road	9,006.80	
Hillside Road	22,806.57	
DeArmour Road	16,985.53	
Fairview Traffic Light	644.88	
B. P. R. Road Maintenance	14,805.97	
Engineering & Miscellaneous	354.30	
Workmen's Compensation Insurance	648.23	
Travel & Per Diem	3,133.01	
Car Expense	438.59	
Traffic Signs & Lights	863.65	
A. R. C. Maintenance	<u>125,550.00</u>	\$ 774,511.91

FOURTH DIVISION

Country Club Road Extension	\$ 2,160.57
Lawler-BLM Road	10,659.26
Moore-Cartwright Road	630.07
Chena Hot Springs Road	242,667.43
Chena Ridge Road	28,493.45
Lawrence-Moose Creek Dike Road	19,186.94
Richardson-Peger Road	3,272.57
Clearwater Access Road	858.91

EXPENDITURES - HIGHWAY FUND

Period - July 1, 1955 to December 31, 1956

FOURTH DIVISION (continued)

School Bus Turnaround	1,409.48	
Bradway-Badger Road	7,426.79	
Canaday Road	13,389.52	
Harding Lake Road	22,829.14	
Goldstream Road	27,052.46	
Marantha School Road	3,169.89	
Davis Road	5,748.32	
Rozak Road	844.72	
Pikes Landing Road	6,774.79	
Nenana Road	1,314.75	
Livengood-Eureka Route Survey	2,639.57	
Elliot Highway (Livengood-Eureka Road)	184,901.29	
Tanacross Road	225.27	
Aniak Street Repair	1,355.02	
Big Delta Townsite Road	283.97	
Buffalo Center Roads	755.44	
Remington Road	27,952.34	
Fort Yukon Street Survey	1,220.06	
McGrath Street Improvements	1,374.44	
Cantwell Townsite Roads	1,716.48	
Stampede-Toklat Road Survey	847.34	
Bethel Street Improvements	2,711.95	
Ruby-Long-Poorman Road Repairs	9,931.32	
Chicken Road Repairs	101.44	
Rampart Minook Road	4,776.91	
Engineering & Miscellaneous	354.30	
Workmen's Compensation Insurance	648.23	
Travel & Per Diem	3,133.00	
Traffic Signs & Lights	863.65	
Fairbanks Office	325.00	
A. R. C. Maintenance	59,692.50	\$703,698.58

EXPENDITURES - WATER AND HARBOR FACILITIES

Period - January 1, 1955 to June 30, 1955

FIRST DIVISION

Angoon Dock	\$ 12,696.80	
Auke Bay Float	1,394.88	
Juneau Float	3,096.96	
Craig Float	3,999.86	
Douglas Ramp Repair	336.16	
Hoonah Gridiron	6,246.88	
Helm Bay Float Repair	94.45	
Ketchikan City Floats	18,693.90	
Knudson Cove Dock	42.48	
Pelican Float	173.67	
Port Alexander Float Repairs	541.12	
Port Chilkoot Float	1,871.61	
Engineering and Miscellaneous	376.00	
Travel and Per Diem	<u>553.44</u>	\$ 50,118.21

THIRD DIVISION

Cordova City Floats	<u>\$12,825.00</u>	\$ 12,825.00
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EXPENDITURES - WATER AND HARBOR FACILITIES FUND

Period - July 1, 1955 to December 31, 1956

FIRST DIVISION

Bell Island Ramp and Dock Repairs	\$ 4,487.95	
Cape Fanshaw Float Replacement	5,615.36	
Cape Pole Float Survey	49.98	
Klawock Float Repair	2,121.69	
Craig Float Repair	24.83	
Edna Bay Dock & Float Survey	126.36	
Elfin Cove Gridiron & Approach	10,388.10	
Entrance Island Float Repair	3,870.95	
Funter Bay Float Construction	5,984.82	
Port Chilkoot Float	6,436.02	
Helm Bay Float Repair	700.75	
Hoonah Dock, Ramp & Float	46,275.10	
Hydaburg Float & Gridiron (Partial)	11,259.14	
Auke Bay Float and Dock	14,528.57	
Shelter Island Dolphins	626.92	
Douglas Ramp & Dock	3,324.34	
Taku Harbor Float	6,709.05	
Douglas Breakwater	52.50	
Thomas Basin Float Stalls	5,815.88	
Knudson Cove Dock, Ramp & Float	23,506.75	
Saxman Dock & Float Survey & Plans	1,417.76	
Letnikof Cove Dolphins	1,165.43	
Loring Float Repairs	3,280.92	
Myers Chuck Dock & Float Repairs	6,231.57	
Pelican Dock & Gridiron	19,764.99	
Point Baker Float Repair	828.97	
Port Alexander Float & Catwalk Constr.	10,001.58	
Tenakee Float Facilities Survey & Design	643.46	
Wrangell Floats & Breakwater	18,079.90	
Car Expense	307.78	
Inventory	118.50	
Engineering & Miscellaneous	1,606.40	
Stores & Tools	17,932.95	\$233,285.27

EXPENDITURES - WATER AND HARBOR FACILITIES FUND

Period - July 1, 1955 to December 31, 1956

SECOND DIVISION

Nome Harbor Dredging	\$ 4,500.00	\$ 4,500.00
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THIRD DIVISION

Cordova City Float Reconstruction	\$ 5,563.13	
Homer Dock	19,314.18	
Seward Floats	26,619.75	
Valdez City Floats	<u>11,568.24</u>	\$ 63,065.30

HIGHWAY FUND - January 1, 1957 to June 30, 1959

Estimated Receipts - January 1, 1957 to March 31, 1957

Ledger Balance of Highway Funds as of 12/31/56		\$ 110,317.84
Deposited from Motor Fuel Tax as of 1/1/57	\$ 765,817.32	
Deposited from M/V Chilkoot (Nov. Receipts)	707.56	
Drivers License Receipts	<u>3,942.75</u>	
Total Receipts as of 1/1/57		<u>770,467.63</u>
Total		<u>\$ 880,785.47</u>

Anticipated Receipts to 3/31/57

Motor Fuel Tax Receipts:

First Division	\$ 73,000.00	
Second Division	48,200.00	
Third Division	250,500.00	
Fourth Division	<u>108,300.00</u>	\$ 480,000.00

Drivers Licenses Receipts:

First Division	\$ 1,705.00	
Second Division	372.00	
Third Division	7,240.00	
Fourth Division	<u>2,683.00</u>	12,000.00

Forest Reserve Fund:

First Division (Balance)	\$ 465,000.00	
Third Division (Balance)	<u>6,000.00</u>	<u>471,000.00</u>
		<u>963,000.00</u>

Anticipated Total		\$1,843,785.47
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Estimated Expenditures - 1/1/57 to 3/31/57		<u>1,000,506.55</u>
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Estimated Balance as of 4/1/57		\$ 843,278.92
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HIGHWAY FUND

Anticipated Expenditures - 1/1/57 to 3/31/57

January Expenditures	\$ 87,338.28	
Highway Scales	22,833.91	
B. P. R. Matching Funds for Fiscal Year 1957	<u>193,258.80</u>	\$ 303,430.99

Anticipated Expenditures :

Owed B. P. R. on Road Building Program	\$ 217,075.56 *	
Extension of No. Glacier Highway	75,000.00	
West Juneau Ski Parking Area	15,000.00	
So. Point Stevens Road	10,000.00	
Auke Lake Access Road	35,000.00	
No. Point Higgins Road	40,000.00	
Saxman Access Road	10,000.00	
No. Tongass Avenue	50,000.00	
New Ferry	200,000.00	
Ferry Slips	20,000.00	
B, P, R. Road Maintenance	5,000.00	
Administration & Engineering	<u>20,000.00</u>	<u>697,075.56</u>

Total		\$ 1,000,506.55
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* It has been requested that this amount be taken from Federal-aid Highway Funds.

HIGHWAY FUND

Estimated Receipts and Expenditures - April 1, 1957 to June 30, 1959

Quarter 4/1/57 to 6/30/57

Estimated Ledger Balance as of 4/1/57 \$ 843,278.92

Estimated Motor Fuel Tax Receipts

First Division	\$ 75,500.00		
Second Division	50,250.00		
Third Division	261,250.00		
Fourth Division	<u>113,000.00</u>	\$ 500,000.00	

Estimated Drivers Licenses Receipts:

First Division	\$ 1,700.00		
Second Division	400.00		
Third Division	7,200.00		
Fourth Division	<u>2,700.00</u>	12,000.00	

Estimated Forest Reserve Fund Receipts:

First Division	\$ 121,400.00		
Third Division	<u>1,600.00</u>	<u>123,000.00</u>	<u>635,000.00</u>

Estimated Available Receipts to 6/30/57 (Approximate) \$ 1,478,278.92

Estimated Expenditures - 4/1/57 to 6/30/57 **

Estimated Ledger Balance as of 6/30/57 (unknown)

Biennium 7/1/57 to 6/30/59

Estimated Ledger Balance as of 7/1/57 (unknown)

Estimated Motor Fuel Tax Receipts:

First Division	\$ 423,000.00		
Second Division	281,000.00		
Third Division	1,462,000.00		
Fourth Division	<u>634,000.00</u>	\$ 2,800,000.00	

Estimated Drivers Licenses Receipts:

First Division	\$ 12,800.00		
Second Division	2,800.00		
Third Division	54,200.00		
Fourth Division	<u>20,200.00</u>	90,000.00	

HIGHWAY FUND

Estimated Receipts and Expenditures - April 1, 1957 to June 30, 1959 (continued)

Estimated Forest Reserve Fund Receipts:

First Division	\$ 987,000.00		
Third Division	<u>13,000.00</u>	<u>1,000,000.00</u>	<u>\$3,890,000.00</u>

Estimated Available Receipts to 6/30/59 (unknown)

Expenditures for Federal-aid Matching Funds - 7/1/57 to 6/30/58

Matching Funds - 7/1/57 to 6/30/58	\$ 1,314,160.00		
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Estimated Expenditures for Federal -
aid Matching Funds 7/1/57

to 6/30/58	<u>1,350,000.00</u>	\$ 2,664,160.00	
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Estimated other Expenditures to 6/30/59 ** (unknown)

Estimated Ledger Balance as of 6/30/59 (unknown)

** These expenditures will be made by the incoming Highway Engineer so cannot be estimated now.

WATER AND HARBOR FACILITIES FUND - January 1, 1957 to June 30, 1959

Estimated Available Funds - January 1, 1957 to March 31, 1957

Ledger Balance as of 12/31/56		\$ 88,666.86	
Deposited as of 1/1/57		108,107.22	
Estimated Receipts - 1/1/57 to 3/31/57:			
First Division	\$10,300.00		
Second Division	100.00		
Third Division	6,100.00		
Fourth Division	500.00	17,000.00	\$ 213,774.08

Estimated Expenditures - 1/1/57 to 3/31/57 (See Table)			<u>122,711.92</u>
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Estimated Ledger Balance as of 3/31/57			\$ 91,062.16
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Estimated Available Funds - April 1, 1957 to June 30, 1957

Estimated Ledger Balance as of 4/1/57		\$ 91,061.94	
Estimated Receipts - 4/1/57 to 6/30/57			
First Division	\$10,300.00		
Second Division	100.00		
Third Division	6,100.00		
Fourth Division	500.00	17,000.00	

Estimated Available Funds to 6/30/57 (Approximate)			108,061.94
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Estimated Expenditures - 4/1/57 to 6/30/57			<u>**</u>
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Estimated Ledger Balance as of 6/30/57			(unknown)
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Estimated Available Funds - July 1, 1957 to June 30, 1959

Estimated Ledger Balance as of 7/1/57		(unknown)	
Estimated Receipts - 7/1/57 to 6/30/59			
First Division	\$ 217,000.00		
Second Division	2,500.00		
Third Division	128,400.00		
Fourth Division	11,100.00	\$359,000.00	

Estimated Available Funds to 6/30/59			<u>(unknown)</u>
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Estimated Expenditures - 6/30/57 to 6/30/59			<u>**</u>
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Estimated Ledger Balance as of 6/30/59			(unknown)
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** These expenditures will be made by the incoming Highway Engineer so cannot be estimated now.

WATER AND HARBOR FACILITIES FUND

Anticipated Expenditures - 1/1/57 to 3/31/57

January Expenditures \$ 10,111.92

Anticipated Expenditures:

Saxman Approach Dock & Float	\$25,000.00	
Whitney Island Float	5,600.00	
Hoonah Breakwater	5,000.00	
Tenakee Float & Breakwater	15,000.00	
Hydaburg Gridiron & Float	16,000.00	
Sitka Float Repairs	15,000.00	
Seldovia Float Repairs	4,000.00	
Ketchikan Public Dock En- gineering Study	12,000.00	
Administration & Engineering	15,000.00	<u>112,600.00</u>

Estimated Expenditures - 1/1/57 to 3/31/57

\$ 122,711.92

FERRY OPERATIONS

The ferry M/V Chilkoot, a surplus L.C.T. type of watercraft, operated from June to November during the biennium between Tee Harbor, a port serving the City of Juneau, Port Chilkoot (Haines) and Skagway. This vessel was purchased by the Territory in 1951 when private operators found it economically impossible to furnish ferry service between the above named places. During the first two seasons the ferry operated, an attempt was made to operate the vessel as a Territorial ferry carrying freight, passengers, and motor vehicles. So much difficulty was encountered in this operation in order to meet the U.S. Coast Guard's requirements and to comply with the limitations of Territorial law that the method of operation had to be changed. Since the spring of 1953, the seventy-eight or more miles of ferry run, which constitute the cheapest road maintenance in the Territory and the only highway transportation between the Capitol of Alaska with the great population centers in the Third and Fourth Divisions, was contracted out by competitive bid. In order not to compete with private business, no freight, as such,

is hauled on the ferry. Freight may be carried in automobiles and on trucks if so desired by ferry passengers but no extra charge is made for freight so transported. Charges are made on the basis of space occupied by a vehicle on the ferry, and the number of passengers carried aside from the vehicle driver. Trips are made twice weekly during the period the Canadian section of the Haines Highway is kept opened to traffic, usually from late May through the early part of November. In the 1955 season, 1,218 passengers and 608 vehicles were carried on the ferry. In the 1956 season, 1,888 passengers and 846 vehicles were carried on the ferry, making a total of 3,106 passengers and 1,454 vehicles during the 1955-56 biennium.

A financial statement of the ferry operation in the 1955-56 biennium is as follows:

Total Cost of Operation of Ferry (insurance, fuel, & operator's contract 10% of Receipts to Operator (for tickets offices, etc.)	\$ 77,918.72	
	<u>4,807.67</u>	
Total Operating Cost	\$ 82,726.39	
Total Receipts Less Refunds	<u>48,076.58</u>	
Net Cost of Operating Ferry		\$ 34,649.81
M/V Chilkoot repair & upkeep	\$ 53,169.51	
Cost of repair on ferry ramps	<u>19,189.21</u>	
Total Cost of Upkeep		<u>72,358.72</u>
Total Cost of Ferry for 1955-56		\$ 107,008.53

A new ferry for the Juneau-Haines-Skagway run is now being built since the cost of operating the M/V Chilkoot had increased so greatly and repairs had become so extensive, that it was felt she could not run another year. Therefore the Territory, through the Office of its Highway Engineer, entered into a contract with Mr. William Garden, Naval Architect and Marine Engineer, to design a new ferry. On June 12, 1956, the Territory contracted with the J. M. Martinac Shipbuilding Corporation to construct the vessel. The new ferry is an all steel vessel, 99' 8" long, 35' wide, and with a draft of 7'. She will carry 18 cars and has accommodations for about 40 people as day passengers. The colors decided on for the new ferry are blue and gold, and she will be named

the M/V Chilkat of Juneau. Delivery date in the contract is April 1, 1957, with a \$150.00 penalty for every day beyond that date.

SCALE OPERATIONS

The Twenty-second Legislature (1955) appropriated \$130,000.00 from the Highway Fund for Scale Operations. This fund is administered by the Territorial Police with the approval of the Territorial Highway Engineer.

The Superintendent of Public Works should be authorized to construct the necessary new scale houses in strategic places along the highways designated by the Territorial Highway Engineer and Superintendent of the Territorial Police. The appropriation of \$130,000.00 should be increased to a minimum of \$250,000.00 for this construction and the increase of personnel to man the new scale houses.

The breakdown of scale house expenditures from July 1, 1955, to December 31, 1956, is as follows:

Amount Appropriated		\$ 130,000.00
Salary of Personnel	\$ 92,628.43	
Expenses (fuel, upkeep, and repairs)	<u>11,578.34</u>	<u>104,206.77</u>
Balance as of January 1, 1957		\$ 25,793.23

SMALL BOAT HARBORS AND FACILITIES

In Chapter 179, SLA 1955, the Twenty-second Legislature provided for the construction of small boat harbors, dikes, jetties or breakwaters and appropriated \$300,000.00 for this purpose. The Superintendent of Public Works for Alaska is authorized in this Act to apply, in the name of the Territory of Alaska, to the Alaska Public Works for the construction of the aforesaid boat harbors, dikes, jetties, and breakwater facilities. However the determination for the need of these projects is to be made by the Superintendent of Public Works submitting the projects to the Director of the Territorial Department of Fisheries and the Terri-

torial Treasurer, who shall meet with the Superintendent of Public Works and with him, by a majority of votes of the three officials, make final determination of the projects and their rate of priority. The Act also specifies that matching funds for any one project would not exceed \$100,000.00.

To implement the Act, the Director of the Department of Fisheries, the Territorial Treasurer and the Superintendent of Public Works for the Territory of Alaska formed themselves into a Small Boat Harbor Committee. The Superintendent of Public Works was elected chairman of the Committee, and the Territorial Treasurer, secretary.

The Superintendent of Public Works presented to the Committee plans for a small boat harbor at Haines and also plans for a small boat harbor at Skagway. The Small Boat Harbor Committee approved the plans for both Haines and Skagway and allocated \$100,000.00 for the construction of dikes or breakwaters to make a small boat harbor in each of the aforesaid cities with matching funds from the Alaska Public Works. Application to the A. P. W. for the construction of these dikes to make small boat harbors in Haines and Skagway was made by the Superintendent of Public Works. These applications were approved by A. P. W. and money for matching funds for the two projects have been placed in the A. P. W. budget now before Congress.

Plans for a small boat harbor on the Spit at Homer was also presented to the Small Boat Harbor Committee. However the A. P. W. informally rejected these plans as it was found that it would take \$250,000.00 in matching funds for this small boat harbor. Therefore this project was dropped until the Twenty-third Legislature could be asked for more funds with a higher limit for small boat harbor construction.

The Superintendent of Public Works presented the Small Boat Harbor Committee with plans for a breakwater or dike in the harbor of Wrangell. These plans were approved by the Small Boat Harbor Committee and application was made to the A. P. W. for matching funds.

As the City of Wrangell intended to fill behind the dike or breakwater from the dredging of its harbor in a very short time, it became necessary to arrange for immediate matching funds from the A. P. W. The only immediate funds available were on the Fishermen's Relief Program. Application was therefore made for matching funds from the A. P. W. on the Fishermen's Relief Program for the construction of this breakwater or dike.

The financial statement for this transaction is as follows:

Cost of Breakwater or Dike:

Territorial Matching Funds	\$ 33,333.33	
A. P. W. Matching Funds	10,735.00	
Contribution to be made from Water and Harbor Facilities Fund (Sec. 5 Chap. 179 SLA 1955)	12,000.00	
Contribution from Wrangell	<u>12,274.70</u>	
Total Cost		\$ 68,343.03

Plans were presented to the Small Boat Harbor Committee by the Superintendent of Public Works for the breakwater or dike in the harbor of the City of Petersburg. These plans were approved by the Small Boat Harbor Committee and application made to the A. P. W. for matching funds. As in the case of Wrangell, there was a construction emergency, also, on this project as the City of Petersburg expected to pump fill from the dredging of its harbor behind the breakwater or dike, and the only immediate matching funds available from the A. P. W. were from the Fishermen's Relief Fund. Application to the A. P. W. was made for matching funds from the Fishermen's Relief Funds and said application was granted.

The Financial breakdown for this transaction is as follows:

Cost of Breakwater or Dike:

Territorial Matching Funds	\$ 33,333.33	
A. P. W. Matching Funds	10,735.00	
Contribution from Petersburg	<u>21,835.60</u>	
Total Cost		\$ 65,903.93

Plans for a breakwater or dike for the City of Douglas was presented by the Superintendent of Public Works to the Small Boat Harbor Committee. These plans were approved and application made for matching funds from A. P. W. Matching funds were approved and placed on the A. P. W. program. These A. P. W. matching funds are, as are those matching funds for the breakwaters at Haines and Skagway, on the regular Alaska Public Works Program. No work will start on these projects until after August, 1957.

FOREST RESERVE FUND

By Federal law, 25% of the proceeds from timber sales in the Tongass and Chugach National Forests are credited to the Territory of Alaska. 75% of this 25%, or 18.75 percent of the total, is by Territorial law allotted to the construction of roads and ferries by the Territorial Highway Engineer, and 25% of the 25%, or 6.25 percent of the whole, is credited to Territorial Schools. In the Tongass National Forest, the greater part of this 18.75 percent of the whole of the proceeds from timber sales were held in the U.S. Treasury for future settlement of Indian claims. On July 1, 1957, Congress made available the funds held for these Indian claims to the Territory. This Forest Reserve Fund with increased use of forest resources in the Tongass National Forest, will be one of the main sources of road building revenue for the Forest Division.

ROADSIDE RESTS

Under Chapter 174, SLA 1955, the Twenty-second Territorial Legislature directed the Highway Engineer and the Land Commissioner to jointly select sites of ten acres or less for their historic or scenic value, or for recreational beaches along waterways, or for roadside rests for travellers resting, camping, or parking. The Land Commissioner was given the power to acquire the sites so selected by grant, gift, purchase, lease, dedication or prescription and hold the same in the name of the Territory. \$20,000.00 was appropriated from the General Fund for the purpose of carrying out this Act.

Following the provisions of this Act regarding recreational beaches along waterways, the U.S. Forest Service was approached to see if the Highway Engineer could not, under the provisions of the Act, repair and restore the facilities of the recreational beaches along the Glacier Highway north of Juneau. However no satisfactory arrangement under the terms of the Act could be made with the Forest Service and the matter had to be dropped. Also it was found that the Bureau of Land Management had set aside practically all of the desirable sites for roadside rests for its future program. After long negotiations and the securing of an opinion from the Attorney General of Alaska that the Territory could accept land for recreational purposes and roadside rests under a "use permit", three sites were selected by the Land Commissioner and the Territorial Highway Engineer.

These selections are:

No. 1. At the mouth of Canyon Creek on the Richardson Highway at Mile 301, and along the north bank of the Tanana River.

No. 2. On Deadman Lake about 1 1/2 miles south of the Alaska Highway at Mile 1250.

No. 3. On Half Moon Lake, adjacent to the Alaska Highway at Mile 1338.

Contracts for the surveys of the Half Moon Lake and Deadman Lake sites were made by the Territory with a firm of Fairbanks engineers. It was planned to repair the roads on these three sites and landscape the sites and place them in usable condition. However it was so late in the season of 1956 when the surveys were received that work on all roadside rest projects had to be postponed until the season of 1957. It is recommended that this appropriation be continued so that the plans for roadside rests may be carried out.

Financial statement for the Roadside Rests is as follows:

Appropriation from the General Fund		\$ 20,000.00
Expenditures:		
Travel & Per Diem for Land Commissioner	\$ 135.00	
Survey and Plats for Deadman Lake and Half Moon Lake	<u>3,411.20</u>	<u>3,546.20</u>
Balance in Roadside Rest Fund		\$ 16,453.80

ALASKA BUS TRANSPORTATION COMMISSION

In Chapter 20, SLA 1955, the Twenty-second Legislature amended Section 1, Chapter 93, Session Laws of Alaska 1949, to read as follows:

"Section 1. Alaska Bus Transportation Commission. There is hereby established the Alaska Bus Transportation Commission to be composed of the Highway Engineer, the Territorial Treasurer, and the Attorney General. The Highway Engineer shall be Chairman of the Commission. It shall be the duty of said Commission to administer the provisions of said Chapter 93, SLA 1949."

Two thousand five hundred dollars was appropriated by the Nine-

teenth Legislature in Chapter 93, SLA 1949 to implement the Act. Of this sum, there is a balance of \$1,444.45 to the credit of the Commission. The Attorney General of Alaska was elected the Secretary of the Commission and the work of the Alaska Bus Transportation Commission was carried on through the efforts of his Office.

It is recommended that the Legislature appropriate \$30,000.00 from the Highway Fund for the Biennium 1957-59 to empower the Commission to secure the services of a Director. If this is not done, the Commission can only function in a crippled way and cannot fulfill the objective intended in the original Act of the Nineteenth Legislature.

ALASKA ROAD COMMISSION (BUREAU OF PUBLIC ROADS) CO-OPERATIVE AGREEMENT

The Co-operative program between the Territory of Alaska and the Alaska Road Commission was originally developed in 1919 under the Territorial Road Law known as the "Co-operative Road Act", passed in 1919 (Chapter 11, SLA 1919). This Co-operative Road Act was made necessary by the fact that Federal appropriations for roads could be expended only if matching funds were appropriated by the Territory. Under this law and subsequent amendments, annual co-operative agreements have been made between the Territorial Highway Engineer and the Alaska Road Commission for authorized work of construction, repair and maintenance of roads, bridges, ferries, trails and related work throughout the Territory. This co-operation has been instrumental in obtaining favorable Congressional action on Federal Appropriations.

Under the policy of co-operation, the Territory contributed funds to local and feeder roads maintenance (including snow removal). The Territory for the past several years has contributed \$250,000.00 annually towards this agreement. The agreement covers the period from March 1 to February 28 of the following year, this period comprising the Alaska Road Commission's construction year.

For the construction year March 1, 1956, to February 28, 1957, the Territory agreed to contribute \$300,000.00 on the aforesaid Co-operative Agreement. Of this amount \$100,000.00 was paid to the Alaska Road Commission up to July 1, 1956. At that date, the Territory came under the Federal-aid Highway Act for Alaska (Sec. 107, Public Law 627). At the request of the Highway Engineer, the Alaska Road Commission agreed to cancel the remaining \$200,000.00 of the

agreement as the Territory would be matching funds with the Federal Government for maintenance work for the fiscal year July 1, 1956, to June 30, 1957.

The following is a distribution of the costs for providing maintenance for local and feeder roads covered under the Alaska Road Commission's Co-operative Agreement:

Year	Allocated by A. R. C.	Allocated by Territory	Total Costs
2/49-2/50	\$ 371,000.00	\$ 215,000.00	\$ 586,000.00
2/50-2/51	520,000.00	222,000.00	742,000.00
2/51-2/52	589,500.00	250,000.00	839,500.00
2/52-2/53	810,350.00	250,000.00	1,060,350.00
2/53-2/54	902,700.00	250,000.00	1,152,700.00
2/54-2/55	902,300.00	250,000.00	1,152,300.00
2/55-2/56	902,500.00	250,000.00	1,152,500.00
2/56-2/57	unknown	100,000.00	unknown

LIST OF WORK ORDERS ISSUED TO THE ALASKA ROAD COMMISSION
ALLOCATING CONTRIBUTIONS FOR THE ROAD BUILDING PROGRAM

Period - January 1, 1955 to June 30, 1955

ROAD	PROJECT	W.O. NO.	DATE	ALLOCATION	USED BY ARC
<u>First Division</u>					
Comstock	extend	55-12	5/26/55	\$ 500.00	\$ 391.64
Klukwan Iron Deposit	snow rem'l	55-11	4/28/55	200.00	170.45
Port Chilkoot Roads	snow rem'l	55-2	2/3/55		
		55-2-1	2/17/55	165.26	165.26
Port Chilkoot Roads	complete				
	repairs	55-16	5/27/55	940.00	580.96
Roosevelt Drive	repairs	55-18	6/9/55	1,000.00	902.23
Skagway-Carcross	extend	55-20	6/9/55	20,000.00	20,000.00
Skagway Ferry Ramp	repair	55-12	4/28/55	550.00	507.53
TOTALS				\$ 23,355.26	\$ 22,718.07
<u>Second Division</u>					
Nome-Kougarok	extend	55-19	6/9/55	\$150,000.00	\$150,000.00
Teller-Nome (Blueston)	extend	55-23	6/21/55		
		55-23-1	6/23/55	10,000.00	10,000.00
TOTALS				\$160,000.00	\$160,000.00
<u>Third Division</u>					
"C" Street	enr & de-				
	sign	55-8	4/26/55	\$ 1,000.00	\$ 248.90
Mineral Creek					
(First 7 miles)	repair	55-13	5/26/55	10,000.00	10,000.00
TOTALS				\$11,000.00	\$10,248.90
<u>Fourth Division</u>					
Chena River	construct	55-21	6/16/55	\$200,000.00	\$ 200,000.00
Livengood-Eureka	survey	55-22	6/16/55	10,000.00	2,639.57
TOTALS				\$210,000.00	\$202,639.57
TOTALS for Period - January 1, 1955 to June 30, 1955				\$404,355.26	\$ 395,606.54

LIST OF WORK ORDERS ISSUED TO THE ALASKA ROAD COMMISSION
ALLOCATING CONTRIBUTIONS FOR THE ROAD BUILDING PROGRAM

Period - July 1, 1955 to June 30, 1956

ROAD	PROJECT	W.O.NO.	DATE	ALLOCATION	USED BY ARC
<u>First Division</u>					
Lutak	extend to Chil-				
	koot River	55-24	7/6/55	\$ 20,000.00	\$ 20,000.00
Lutak	extend across				
	Chilkoot R.	55-22	5/10/56	25,000.00	18,692.96
Skagway-Carcross	extend	56-23	3/4/56	25,000.00	24,563.59
Skagway Ferry Ramp	bulldoze				
	channel	56-28	5/28/56	125.00	125.00
TOTALS				\$ 70,125.00	\$ 63,381.55
<u>Second Division</u>					
Golovin-Elim Trail	stake	55-44	11-30-55		
			12-28-55	\$ 168.00	\$ 168.00
Nome-Kougarok	extend	56-17	3/16/56		
		56-17-1	6/12/56	145,000.00	145,000.00
Nome-Teller	supply culverts				
	& foreman	55-27	8/25/55	14,000.00	14,000.00
TOTALS				\$ 159,168.00	\$ 159,168.00
<u>Third Division</u>					
Birchwood Small					
Tracts	construct	56-19	3/23/56	\$ 9,500.00	\$ 9,006.80
Boniface	complete				
	construction	55-36	9/21/55	4,000.00	2,490.98
Buffalo	repair	56-42	6/12/56	5,000.00	4,832.97
"C" Street	complete				
	construction	55-26	7/22/55	37,000.00	31,300.16
"C" Street Access	improve	55-38	9/9/55	800.00	not used
Clam Gulch	construct	56-31	6/7/56	15,000.00	14,716.98
Coho	extend	56-32	6/7/56	20,000.00	19,094.66
Cottonwood Creek	construct	56-33	6/12/56	8,000.00	not used
DeArmour	construct	56-34	6/12/56	38,000.00	25,461.54
Dillingham-Aleknagik	extend	55-29	8/26/55	25,000.00	25,000.00
Dillingham-Aleknagik	extend	56-5	3/13/56	25,000.00	6,504.65

LIST OF WORK ORDERS ISSUED TO THE ALASKA ROAD COMMISSION
ALLOCATING CONTRIBUTIONS FOR THE ROAD BUILDING PROGRAM

Period - July 1, 1955 to June 30, 1956

ROAD	PROJECT	W.O.NO.	DATE	ALLOCATION	USED BY ARC
Third Division (continued)					
Eagle River	extend	56-7	3/13/56		
		56-7-1	6/20/56	30,000.00	22,903.22
Eagle River Loop	construct	56-35	6/12/56	15,000.00	12,337.87
Engstrom	repair	56-43	6/12/56	5,000.00	4,678.50
Fish-hook Willow	snow rem'l	56-2	1/13/56	300.00	not used
Hidden Lake	repairs	56-44	6/12/56	3,500.00	2,358.31
Homer Airport By-pass	extend	56-20	3/27/56	25,000.00	23,418.60
Homer East End	extend	55-39	10/5/55	20,000.00	not used
Homer East End	extend	56-6	3/13/56	25,000.00	25,000.00
Huston-Willow	extend	55-34	9/2/55	35,000.00	35,000.00
Huston-Willow	extend	56-4	3/13/56	71,000.00	5,141.70
Island Lake	construct	56-37	6/12/56	13,500.00	not used
		56-37-1	6/12/56	9,000.00	4,500.00
Kodiak-Monashka Cemetery	construct	55-40	10/5/55	10,000.00	10,000.00
Kodiak-Monashka Cemetery	construct	56-18	3/16/56	2,500.00	1,497.21
Mineral Creek	repair	55-28	8/26/55	10,000.00	10,000.00
Mineral Creek	repair	56-24	5/11/56	10,000.00	8,689.18
North Big Lake	construct	56-38	6/12/56	20,000.00	16,154.54
North Hillside	extend	56-36	6/12/56	21,000.00	22,889.12
Scout Lake	construct	56-39	6/12/56	13,000.00	12,613.69
Shrock	extend	56-30	6/12/56	28,500.00	28,283.63
Talkeetna	repairs	56-3	3/6/56	60,000.00	27,134.43
Whiskey Gulch	construct	56-41	6/12/56	10,000.00	10,064.95
Move 3,000' of culvert to ARC	Storage	55-46	12/23/55	100.00	135.43
TOTALS				\$624,700.00	\$421,209.12

Fourth Division

Airport Loop	extend	56-45	6/12/56	\$ 15,000.00	not used
Bradway-Badger	extend	56-46	6/12/56	10,000.00	\$ 10,000.00
Bradway-Badger	complete construction	56-48	6/12/56	2,000.00	1,489.40

LIST OF WORK ORDERS ISSUED TO THE ALASKA ROAD COMMISSION
ALLOCATING CONTRIBUTIONS FOR THE ROAD BUILDING PROGRAM

Period - July 1, 1955 to June 30, 1956

ROAD	PROJECT	W.O.NO.	DATE	ALLOCATION	USED BY ARC
Fourth Division (continued)					
Buffalo Center BLM	construct	56-53	6/26/56	\$ 5,000.00	\$ 755.44
Canaday-Johnson	extend	56-15	3/16/56	9,400.00	9,400.00
Cantwell School	construct	56-26	5/25/56	10,000.00	1,740.30
Chena Ridge	construct	55-37	9/6/55	15,000.00	15,000.00
Chena Ridge	extend	56-13	3/16/56	17,000.00	15,881.48
Chena River	construct	56-10	3/16/56		
		56-10-1	6/12/56	150,000.00	57,439.94
Country Club	extend	55-32	8/26/55	3,000.00	2,160.57
Davis Airport School	construct	56-29	5/31/56	9,000.00	9,008.87
Fairbanks 6 bus turn- arounds	construct	55-41	10-11-55	1,500.00	1,409.48
Flat-crooked Creek	engineer & design	56-51	6/12/56	5,000.00	not used
Goldstream	construct	56-11	3/16/56		
		56-11-1	6/26/56	27,000.00	27,052.46
Harding Lake	extend	56-30	6/5/56	25,500.00	22,829.14
International Airport	engineer	55-44	10/25/55	207.50	207.50
Lawler-BLM	construct	55-30	8/26/55	6,000.00	6,000.00
Lawler-BLM	construct	56-12	3/16/56	7,500.00	4,966.54
Lawrence-Moose Creek Dike	construct	55-43	10/25/55	7,000.00	7,000.00
Lawrence-Moose Creek Dike	extend	56-14	3/16/56	6,600.00	6,600.00
Lawrence-Moose Creek Dike	complete construction	56-47	6/12/56	10,000.00	6,317.51
Livengood-Eureka (Elliott Hwy)	construct	56-9	3/16/56		
		56-9-1	6/12/56	197,500.00	186,179.57
Marantha School	construct	56-16	3/16/56	3,000.00	3,169.89
Moore-Cartwright	extend	55-31	8/26/55	12,750.00	630.07
Pikes Landing	construct	56-54	6/26/56	9,000.00	8,933.15
Remington	survey	55-32	9/1/55	1,500.00	not used
Remington	construct	56-25	5/25/56	25,000.00	25,000.00
Richardson-Peger	complete construction	55-42	10/25/55	5,500.00	3,301.26
Richardson-Peger	complete	56-27	5/28/56	2,000.00	not used
Rozak	repair	56-49	6/12/56	1,500.00	1,449.92

LIST OF WORK ORDERS ISSUED TO THE ALASKA ROAD COMMISSION
ALLOCATING CONTRIBUTIONS FOR THE ROAD BUILDING PROGRAM

Period - July 1, 1955 to June 30, 1956

ROAD	PROJECT	W.O.NO.	DATE	ALLOCATION	USED BY AR
Fourth Division (continued)					
Ruby-Poorman	repair	56-50	6/12/56	10,000.00	9,931.32
Stampede-Toklat	engineering & design	56-52	6/12/56	5,000.00	847.34
Tanacross Village	snow rem'l	56-1	1/9/56	100.00	225.27
TOTALS				\$ 614,557.50	\$ 444,926.42
TOTALS FOR PERIOD				\$ 1,468,550.50	\$ 1,088,685.09

Period - July 1, 1956 to December 31, 1956

Second Division

Nome-Kougarok	extend	56-17-2	9/19/56	\$ 35,000.00	\$ 35,000.00
Nome-Kougarok	extend	56-17-3	10/5/56	65,000.00	37,090.99
TOTALS				\$ 100,000.00	\$ 72,090.99

Third Division

Homer East End	complete construction	56-6-1	11/19/56	\$ 4,000.00	\$ 4,886.55
Homer Spit	repair	56-57	8/7/56	6,000.00	6,000.00
Kenai Village	repair	56-61	9/5/56	15,000.00	12,518.45
Kodiak-Monashka Cemetery	complete construction	56-18-1	11/19/56	3,000.00	not used
Lake Louise	reconstruct	56-55	7/10/56	30,000.00	29,568.54
Mrak	repair	56-58	8/14/56	5,000.00	4,998.94
Valdez Glacier	repair	56-60	8/28/56	10,000.00	9,471.37
TOTALS				\$ 73,000.00	\$ 67,443.85

Fourth Division

Bethel Village	construct	56-59	8/14/56	\$ 10,000.00	\$ 10,000.00
Bethel Village	complete construction	56-59-1	11/19/56	2,500.00	1,783.68
Canaday-Johnson	complete construction	56-15-1	11/5/56	4,000.00	3,989.52

LIST OF WORK ORDERS ISSUED TO THE ALASKA ROAD COMMISSION
ALLOCATING CONTRIBUTIONS FOR THE ROAD BUILDING PROGRAM

Period - July 1, 1955 to December 31, 1956

ROAD	PROJECT	W.O.NO.	DATE	ALLOCATION	USED BY ARC
Fourth Division (continued)					
Remington	complete construction	56-25-1	11/5/56	3,000.00	3,008.36
Tanacross Village	snow rem'l	56-63-	11/16/56	1,000.00	482.51
TOTALS				\$ 20,500.00	\$19,264.07
<u>First Division - Water and Harbor Facilities Fund</u>					
Port Chilkoot Float	place back in position	56-21	5/10/56	\$ 250.00	\$ 250.00
TOTALS				\$ 250.00	\$ 250.00
TOTALS FOR PERIOD				\$ 193,750.00	\$ 159,048.91
GRAND TOTALS				\$ 2,053,155.76	\$1,643,340.54

SUPERINTENDENT OF PUBLIC WORKS

Chapter 14-1-1 ACLA 1949, states " ----- until otherwise provided by law, the Territorial Highway Engineer of the Territory of Alaska shall be ex-officio Superintendent of Public Works ----."

Chapter 14-1-2 ACLA 1949, states "It shall be the duty of the Superintendent of Public Works to supply plans, specifications and estimates for all school houses and other public buildings and public works in the Territory; -----".

As pointed out in the Biennial Report of the Territorial Highway Engineer for the biennium 1953-54, this Act which designates the Highway Engineer as the Superintendent of Public Works causes him to be responsible for the building projects which have been or may be built without

either his knowledge or control. Either the office of Superintendent of Public Works should be abolished by the Legislature or since there is money enough to do so in the Highway Fund, it is recommended that the Legislature should appropriate funds from the Highway Fund to activate the office and have the Superintendent of Public Works appointed either by the Highway Engineer or the Governor with provisions that under his supervision all building in the Territory would be designed and built by his office.

TERRITORIAL BOARD OF ROAD COMMISSIONERS

The Territorial Board of Road Commissioners is composed of five members, one member from each of the four Judicial Divisions, appointed by the Governor and approved by the Territorial Legislature, and the Territorial Highway Engineer who is ex-officio chairman and secretary of the Board.

Under Section 41-2-2, ACLA 1949, the Territorial Board of Road Commissioners is "granted the full power and authority to enter into co-operative agreements with the Secretary of the Interior, or any other Federal officer, bureau, board or agency, for the construction, reconstruction, alteration, maintenance or repair, of any public road, highway, bridge or ferry in the Territory of Alaska." Also the "Territorial Board of Road Commissioners is granted the full power and authority to make selection and designation of roads, or highway, or system or systems of roads or highways, upon which shall be expended all Federal-Aid funds and apportionments; and in all such work in which Federal-aid may be had, the said Territorial Board of Road Commissioners may allot, set aside, and expend upon such roads, system or systems of roads, the necessary portion of the Territorial funds to secure Federal-aid. The construction, reconstruction, alteration, maintenance and repair of all roads or highways, or parts thereof, so to be built or made with Federal-aid, and all contracts, plans, specifications and estimates relative thereto, are hereby placed under the authority and jurisdiction of said Territorial Board of Road Commissioners, and said Board is hereby authorized and empowered to co-operate with any and all Federal officers, departments, bureaus, boards, or agencies in such a manner as may be necessary to secure such Federal-aid in any road work." Under Section 4-2-3, ACLA 1949, the Board is "authorized and fully empowered to act for the Territory of Alaska in the receipt, allotment and disbursement of any Federal funds or apportionments that may be turned over to said Territory for the construction, reconstruction, alteration, maintenance or repair of any road, highway, bridge or ferry in said Territory; -----".

Under Section 50-1-4, ACLA 1949, the Territorial Board of Road Commissioners is empowered:

(h) "To publish in pamphlet form the (traffic) rules and regulations promulgated and distribute the same free of charge to the travelling public through such appropriate officers or agencies as it may designate for the purpose; Provided, that as to the promulgation and enforcement of all of its standards, rules and regulations the Board is empowered to enter into agreements with, and otherwise co-operate with other Federal agencies -----"

(i) "To employ, fix the salary and pay:

- (1) such assistants to the Highway Engineer as may be necessary;
- (2) such clerical help for the Board as may be necessary;-----"

Under Chapter 47, SLA 1955, the Highway Fund and Water and Harbor Facilities Fund are to be spent by the Highway Engineer for public roads, highways, trails, bridges, and ferries and approaches and appurtenances thereto, and on water and harbor facilities. This Act nullifies the part of Section 41-2-1, ACLA 1949 as to the powers of the Territorial Board of Road Commissioners in respect to the Highway Fund and the Water and Harbor Facilities Fund, making it an advisory board to the Territorial Highway Engineer. However the closest co-operation has been kept between the Highway Engineer and the Territorial Board of Road Commissioners. The Highway Engineer has been authorized by the Territorial Board of Road Commissioners to pay matching funds under the Federal-aid Highway Act for Alaska, and as a committee of one, to consult with the Superintendent of Territorial Police as to the placing of speed and stop signs on Alaskan highways. The policies and recommendations of the Board have been strictly followed by the Territorial Highway Engineer during the biennium.

RECOMMENDATIONS FOR LEGISLATIVE REVIEW

The Territorial Highway Engineer of Alaska is possibly the only elective office of its kind in the world. Roads and their appurtenances are built for the public good and economic development of the area which they serve. The judgment of the Highway Engineer regarding the location of roads, methods of construction, and the maintenance of roads should not be burdened by political considerations and by strong political pressures. So far as is humanly possible to do so every State in the Union and the Territory of Hawaii have taken the office of highway engineer out of politics and, so far as it is possible made the office a career position.

Road programs take many years to complete. The Territorial Highway Engineer being changed every four years by popular vote may lose the Territorial the continuous road program which is so badly needed in Alaska. It is recommended that after the term of office of the present elected Highway Engineer is ended, that the Highway Engineer be appointed either by the Territorial Board of Road Commissioners in a manner similar to the appointment of the Director of Aeronautics, or by the Governor of Alaska.

In a letter dated August 21, 1956, by Acting Commissioner Clark of the Bureau of Public Roads to E. L. Bartlett, Delegate to Congress from Alaska, Mr. Clark states that ways should be found to strengthen the Territorial Board of Road Commissioners. As before noted, Section 106, Public Law 627, Federal-aid Highway Act for Alaska states: "The Federal funds apportioned to the Territory of Alaska and the funds contributed by such Territory in accordance herewith made be expended by the Secretary of Commerce either directly or in co-operation with the Territorial Board of Road Commissioners of Alaska, -----". These provisions of this law would seem to indicate that Congress expected the Territorial Board of Road Commissioners to be strengthened or the Secretary of Commerce would expend both Federal and Territorial funds on projects as he saw fit. In other words, the Territory might lose control of its Federal-aid funds. It is recommended that the Territorial Board of Road Commissioners make all allocations for projects from the Highway Fund and from the Water and Harbor Facilities Fund in the same manner as the Alaska Aeronautics and Communications Commission make allocations from the Alaska Aeronautic Revolving Fund. This would strengthen the Territorial Board of Road Commissioners and take a great deal of pressure off the Territorial Highway Engineer so that he would not be forced to build uneconomic projects and would not be subject to public criticism for actions of Federal road building agencies over which he has no control. It is also recommended that the Territorial Road Commissioners be given an increased rate of pay for the services so that they may devote more time and thought to road problems. The Territorial Board of Road Commissioners should be empowered to direct the Highway Engineer to set up a complete highway department similar to the highway departments in the United States.

It is hereby recommended that the salary for the Territorial Highway Engineer of Alaska be raised to \$15,000.00 per year to bring this salary more in line with the salaries paid engineers with less responsibilities by private enterprise.

The work of the Office of Territorial Highway Engineer should not be crippled by limiting appropriated funds from the Highway Fund as to the amount of money which may be spent by the Territorial Highway Engineer on administration and engineering. Paralleling the amount allowed for

the administration of the Aeronautics Fund in Section 14-5, Chapter 123, SLA 1949, it is recommended that 15% of the funds remaining in the Highway Fund after payment of the Federal-aid matching funds be allowed the Territorial Highway Engineer for administration and engineering, including salaries of himself, office personnel, and engineers. The State of Nevada, which has a population and road system comparable to the Territory of Alaska, has, including the State Highway Engineers, 24 engineers and 5 headquarter division heads, a total of 29 on its engineering and headquarters staff.

It is recommended that the awkward term Office of Territorial Highway Engineer be not used hereafter and that the Highway Engineer and the Territorial Board of Road Commissioners be allowed to designate what is now called the Office of the Territorial Highway Engineer, as the Alaska Highway Department.

It is recommended that the number of board memberships and positions held by law by the Territorial Highway Engineer be reviewed and cut as far as possible so as to lighten the work burden on this office. A list of these memberships and positions are as follows:

1. Territorial Highway Engineer. Duties; construction and maintenance of roads, highways, trails, bridges, ferries, etc. and administrator of mandates of Territorial Board of Road Commissioners.
2. Territorial Highway Engineer. Duties; construction and maintenance of water and harbor facilities.
3. Board of Road Commissioners. Duties; ex-officio chairman and secretary.
4. Superintendent of Public Works. Duties; "----- to supply plans, specifications and estimates for all school houses and other public buildings and public works in the Territory; to advise with the Territorial officers with respect to the erection, construction and repair of all public buildings, and other public works; to superintend the construction of all public buildings and other public works; to require the provisions of all contracts for such construction to be faithfully complied with and to perform such other duties as may be required by the Territorial Board of Road Commissioners." (Section 14, 1-2, ACLA 1949)
5. Alaska Bus Transportation Commission. Duties; ex-officio chairman.
6. Board of Liquor Control. Duties; member.

7. Territorial Police Commission. Duties; member.
8. Oil and Gas Conservation Commission. Duties; member.
9. Alaska Rural Development Board. Duties; member.
10. Alaska Resources Development Board. Duties; member.
11. Board of Boiler Rules and Inspection. Duties; member, as Superintendent of Public Works.
12. Small Boat Harbor Committee. Duties; member as Superintendent of Public Works, elected chairman.
13. Joint administrator with Commissioner of Lands of Chapter 174, SLA 1955, Roadside Rest and Recreational Beaches.
14. Administrator of Outdoor Advertising Law.
15. Board of Administration. Duties; member.
16. Alaska Safety Council. Duties; member appointed by the Governor of Alaska.