

Supporters of Alaska Transportation Infrastructure Fund HJR 10

Associated General Contractors of Alaska

Alaska Municipal League

Alaska AFL-CIO

Alaska State Chamber

Alaska Teamsters Local # 959

Alaska Laborers Local 942 & 341

Alaska Transportation Priorities Project

Alaska Trucking Association

Alaska Harbormasters Association

American Society of Civil Engineers

Alaska Mobility Coalition

Alaska Airports

Alaska Owners and Pilots Association

Alaska Marine Pilots

Marine Transportation Advisory Board

Southeast Conference

SW Alaska Conference of Mayors

Callsta Corporation

COALASKA, Inc.

Klewit

International Union of Operating Engineers Local #302

Alaska Federation of Natives



February 25, 2013

Representative Peggy Wilson, Chair
House Transportation Committee
State Capitol, Room 406
Juneau, AK 99801

Dear Representative Wilson:

The Aircraft Owners and Pilots Association (AOPA) is a membership organization consisting of over 400,000 pilots and aircraft owners. Over 4,400 of our members reside in Alaska. AOPA is committed to the health and viability of aviation and airports in Alaska, and across the nation. Thank you for taking up the issue of creating a state funded transportation program for Alaska.

AOPA supports the concept embodied in HJR 10, HB 122 and HB 123, to establish a transportation infrastructure endowment fund for Alaska. The endowment is to be dedicated to funding projects that maintain and improve our public infrastructure, including airports, roads and marine facilities. We can speak to the tremendous need for improvements within the airport system that benefit all the citizens of the state. Our aviation system is absolutely essential for the 82% of Alaskan communities that are not on the road system, many of which rely solely on aviation for year-around access. In addition, the road-system airports provide the ability for aircraft to connect with rural communities, creating literally a lifeline for the movement of goods, services and people within the state.

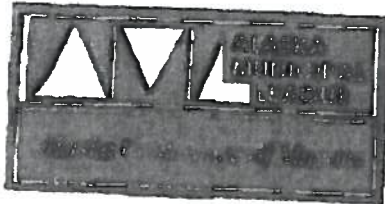
Thank you again for undertaking this legislation. I look forward to working with you and your committee on this initiative to address the needs of the state's transportation system.

Sincerely,

A handwritten signature in black ink that reads "Tom George". The signature is fluid and cursive, with the first name "Tom" being more prominent than the last name "George".

Tom George
Alaska Regional Manager

TOM GEORGE
ALASKA REGIONAL MANAGER
PERSONAL ADDRESS: P.O. Box 83750 FAIRBANKS, AK 99708
301-695-2092 E-MAIL: tom.george@aopa.org



217 Second Street, Suite 200 • Juneau, Alaska 99801
Tel (907) 588-1926 • Fax (907) 463-5480 • www.aml.org

February 26, 2013

Honorable Representative Peggy Wilson
Alaska State Capitol Building
Juneau, Alaska 99801

Dear Representative Wilson,

On behalf of the Alaska Municipal League, I would like to offer our support for HJR10 and HB 123.

The Alaska Municipal League has been concerned about how state and local governments fund the needs related to our transportation infrastructure over the coming years. The funding for roads that are not on the National Highway System (most of Alaska's roads) has seen funding drop by 50%. More and more of the federal dollars seem to be going to mass transit in heavily populated areas of our nation. This certainly seems to be an on-going trend. We must be ready to maintain what we have and to construct necessary infrastructure, as needed.

We feel it is important for the State of Alaska to find ways to fund our infrastructure in ways that do not always include the federal government.

We thank you for your persistence in submitting this bill and we support your efforts toward these goals. This bill truly is one that plans for our future.

Sincerely,

Kathie Wasserman

Kathie Wasserman
Executive Director



217 Second Street, Suite 200 • Juneau, Alaska 99801

Tel (907) 586-1325 • Fax (907) 463-5480 • www.akml.org

**ALASKA MUNICIPAL LEAGUE
STATEWIDE PRIORITIES
FY2013**

• **ENERGY**

We believe the Legislature must aggressively facilitate energy efficiency and affordable energy for all Alaskans through:

1. The support of oil and gas, as it remains the primary source of energy for most of Alaska;
2. Support for research on and development of alternative and renewable energy sources, including, but not limited to, wind and hydro;
3. The encouragement of connectivity between communities, as well as incentives for energy project funding and energy efficiency for all consumers;
4. An actual time certain process that selects and prioritizes projects;
5. Full funding of the PCE (Power Cost Equalization) Endowment fund through joint congressional and state appropriations.

• **PERS**

The League supports a sustainable salary base to pay off the PERS unfunded obligations. AS 39.35.625, and any other similar statutes or regulations that require termination studies should be repealed. Simply following AS 39.35.255(a)(2) will provide a more efficient, cost effective and equitable method of ensuring that the required PERS salary base is maintained.

• **REVENUE SHARING**

The League supports a continuation of the current Revenue Sharing Program currently in place (AS 29.60.850-879).

• **UNFUNDED MANDATES**

The League opposes state unfunded mandates in any form. This includes "optional" exemptions handed down to local governments that will diminish the local tax base.

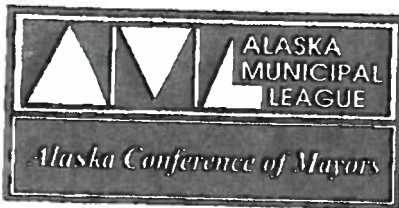
• **TRANSPORTATION**

The League supports:

1. The dedication of funds for the Alaska Transportation Infrastructure Fund, along with a local government seat at the table during allocation considerations of that fund.
2. A matching grant component for acquiring federal funds and to help local governments to develop otherwise financially difficult projects;
3. The completion of the Alaska State Rail Plan.

• **COASTAL ZONE MANAGEMENT**

The League supports maximum control and involvement in the development of the reinstatement, implementation and expedited appeals process of coastal planning policies.



217 Second Street, Suite 200 • Juneau, Alaska 99801
Tel (907) 586-1325 • Fax (907) 463-5480 • www.akml.org

ALASKA MUNICIPAL LEAGUE

FEDERAL PRIORITIES

FY2013

- **PAYMENT IN LIEU OF TAXES (PILT)**
The League supports full funding of the PILT program, to the authorized levels of P.L. 103-379 (over \$300 million, nationwide).
- **SECURE RURAL SCHOOLS AND COMMUNITY SELF-DETERMINATION ACT (SRS/TIMBER RECEIPTS)**
The League supports the reauthorization and enhancement of the Secure Rural Schools Program (P.L. 112-141). Reauthorization should maintain coupling between payments to boroughs and active natural resource management; and the connection between sustainable natural resource management and the stability and well-being of forest municipalities.
- **CLEAN WATER ACT**
While supporting clean water act provisions that protect wetland habitats and rivers and streams of Alaska, the League opposes federal efforts to change the definition of the Clean Water Act from "navigable" waters to "waters of the United States," and also opposes federal efforts to further expand the authority and responsibilities of the federal agencies in regard to these waters.
- **ARCTIC ISSUES**
The League asks Congress to be aware of the importance of the arctic region as it relates to national security, environmental concerns relating to the use of the seas, and to economic development for Alaska's coastal communities.
- **LAND USE DESIGNATIONS**
The League opposes decisions on land use designations that are not completely reviewed through the proper Congressional system, with appropriate state and local input. The League urges Congress to immediately convey all remaining state and Native selected land.
- **ENERGY EFFICIENCY GRANTS**
The League supports full funding of the Energy Efficiency and Conservation Block Grant (EECBG) Program to state and local governments.



**International Union of Operating Engineers
LOCAL 302 • Washington and Alaska • AFL-CIO**

Daren Konopaski, Business Manager and General Vice President
Corey Baxter, District 8 Representative

February 25, 2013

The Honorable Peggy Wilson
Alaska State House
State Capitol, Room 406
Juneau, AK 99801

Dear Representative Wilson:

The International Union of Operating Engineers Local 302 would like to extend our support for the Alaska Transportation Infrastructure Fund.

We have over 4,000 members in Alaska that help build roads, airports, and harbor facilities. This bill would help to fund new projects in the event of the potential loss of federal funding in the near future. It will create jobs for Alaskans and it will keep our economy strong for many years to come.

Alaska needs a dependable revenue stream to fund the infrastructure that is necessary to develop access to the resources and energy projects that are critical for the future of Alaska.

Thank you for all of your continuing efforts to ensure that Alaska has a productive and self-sustaining future.

Sincerely,

Corey Baxter
District 8 Representative
International Union of Operating Engineers Local 302
9309 Glacier Hwy. Suite A-105
Juneau, AK 99801
(907) 586-3850
(907) 463-5464 (facsimile)

Kyle Brees, Financial Secretary • Sean Jeffries, President • Robert Peterson, Vice President
MAIN OFFICE: 18701 120th Avenue N.E. • Bothell, Washington 98011-9514
Telephone: (425) 806-0302 • Toll-free: 1-800-521-8882 • Fax: (425) 806-0030
JUNEAU OFFICE: 9309 Glacier Hwy., Bldg. A-Suite 105 • Juneau, Alaska 99801
Telephone: (907) 586-3850 • Toll-free: 1-800-478-8551 • Fax: (907) 463-5464
Washington Branches: Bellingham • Silverdale • Ellensburg Alaska Branches: Anchorage • Fairbanks • Juneau

April 2, 2013

The Honorable Peggy Wilson
Chairman, House Transportation Committee
State Capitol Room 408
Juneau, AK 99801

Re: HB 123 and HJR 10

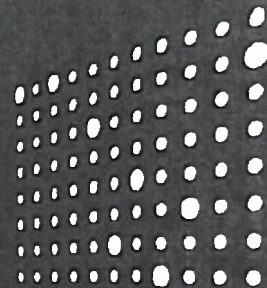
Dear Representative Wilson,

The Alaska State Chamber of Commerce (Alaska Chamber) is an organization dedicated to improving the business climate in Alaska. The Alaska Chamber represents hundreds of statewide businesses from Ketchikan to Barrow that share a common goal: to make Alaska a viable and competitive place to do business. The Alaska Chamber supports House Bill 123 which defines an Alaska Transportation Fund and House Joint Resolution 10 which allows Alaskans to vote to re-instate a dedicated fund for transportation infrastructure.

The Alaska Chamber has, for the past several years, supported creation of a funding mechanism for maintenance of and capital improvements to Alaska's transportation systems. Alaska's transportation infrastructure is pivotal to the state's economy and facilitates access to markets, supplies and resources. Improving and investing in its transportation system will enhance the global competitiveness of Alaska businesses and economic opportunities for its people.

Currently Alaska's multi-modal transportation infrastructure is not only dilapidated, but lacks a consistent funding mechanism to address the billions of dollars of multi-modal needs. Alaska needs new transportation infrastructure development to provide access to resources, reduce barriers for many communities to participate in the economy, allow for safe and efficient transportation all Alaskans.

The State's highway and airport infrastructure is largely funded by Federal dollars, which are under severe threat of significant reductions in today's economy. Additionally, there are no consistent federal programs for harbors and ports.



ALASKA STATE
CHAMBER
OF COMMERCE

Headquarters

Regional Office

www.alaskachamber.com

The State needs to be proactive and address today's needs while planning for a major future fiscal shortfall. Thank you for your continued leadership on this issue.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rachael A. Petro', written in a cursive style.

Rachael A. Petro



4000 Old Seward Hwy., Suite 101
Anchorage, Alaska 99503
Tel : (907) 273-1000
Fax: (907) 273-1099
www.colaska.com

March 5, 2013

Representative Peggy Wilson
State Capitol Room 406
Juneau, AK 99801

REFERENCE: Establishment of a State Transportation Fund

Dear Representative Wilson:

I would like to register strong support for the establishment of a State Transportation Fund.

The safety of Alaskan highways has long been a concern; the condition of pavement and road structures, including bridges, has deteriorated significantly over time, and they are always subject to harsh environmental conditions. The low density of the population and the long distances between population centers in Alaska means there are proportionally many more miles of roadway to maintain, and a State Transportation Fund is necessary to supplement Federal Funding to ensure that current roads can be maintained and new roads developed to appropriate standards.

The establishment of a dedicated State Transportation Fund could also underpin alternate project funding methods that could leverage the fund value by providing the necessary credit rating to underwrite any form of Public Private Partnership, through which private investments could be used for further development of Alaskan transportation infrastructure. The fund could also benefit as the single repository of fuel taxes and tolls, and would be self-sustaining if properly established at the outset.

While Federal Funding and bonds presently make up a significant portion of Alaskan transportation spending, these sources are subject to severe reductions in the future, due to either reduced Federal spending or potentially unfavorable interest rates. The establishment of a State Transportation Fund will provide stability and predictability to the development of the State, and is entirely compatible with National and International approaches to paying for transportation infrastructure.

Sincerely,

COLASKA, INC.

Ben Northey, CPC
President



March 4, 2013

Representative Peggy Wilson
State Capitol Room 406
Juneau, AK 99801

Via E-mail: rep.peggy.wilson@akleg.gov

RE: Support of HJR10 & HB123

Dear Representative Wilson,

Most of the current spending on Alaska's transportation program comes from federal sources. Alaska receives significantly more from the Federal Highway Trust Fund than it contributes and the Alaska motor fuel tax of \$.08 per gallon is the lowest in the nation with the average state tax over 0.20.

The outlook for the federal program causes us concern. Many people believe that Alaska's share of the federal "highway trust fund pie" will decrease in the future. Like many, we believe we have got to, as a state, step up and start paying more of the share. There are many strings, rules and regulations attached to a federal dollar that decrease its purchasing power - we can get more accomplished faster with state dollars.

There is strong agreement that the economic benefits derived from the investment in Alaska's transportation infrastructure far exceed the cost of the investment. Considering the vastness of the state, the current transportation infrastructure of Alaska is inadequate and requires continued planning, upgrades, and expenditures to assure the citizens of Alaska are provided with essential services. To realize its potential, Alaska needs a state funded transportation program that is adequately and predictably funded, provides continuity between succeeding administrations, and considers all modes of transportation.

I urge the legislature to pass HJR10 & HB123 to establish a Transportation Infrastructure Fund.

Sincerely,

A handwritten signature in black ink, appearing to read 'Pat Harrison'.

Pat Harrison
Pacific Northwest Area Manager

ALASKA AFL-CIO

3333 Denali Street, Suite 125 • Anchorage, Alaska 99503 • 907-258-6284 • Fax 777-7276

VINCE BELTRAMI
Executive President



BRUCE LUDWIG
Secretary / Treasurer

March 26, 2013

Honorable Peggy Wilson
State Capitol Room 408
Juneau, AK 99801

Dear Representative Wilson,

We support the passage of House Bills 122, 123 and House Joint Resolution 10 that create the Alaska Transportation Infrastructure Fund Program. This Funding Program is needed to continue supporting transportation projects with decreasing Federal Funding looming ahead of us. Government has a duty to provide transportation and transportation infrastructure to the public to support our economy and the needs of our population. The State of Alaska must have the ability to fund much needed maintenance on roads, highways, harbors, and airports along with the possibility of building new infrastructure.

The Alaska AFL-CIO believes this is a responsible approach to add funding to our transportation needs and to create jobs for Alaskans. There is strong agreement that the economic benefits derived from investment in Alaska's transportation infrastructure far exceed the cost of the investment. Alaska needs a state funded transportation program that is adequately and predictably funded, provides continuity between succeeding administrations, and considers all modes of transportation.

Sincerely,

Vince Beltrami

President

Alaska AFL-CIO

Rebecca Rooney

From: Jeff Robinson <JRobinson@klebsh heating.com>
Sent: Wednesday, March 20, 2013 3:23 PM
To: Rep. Peggy Wilson
Subject: HB 123

Hello Representative Wilson,

Being in the construction industry and working at a company that employs 65 workers, I'm writing to say I support HB 123.

Thank you,

Jeff Robinson

Service & Installation

Division Manager

(907) 365-2514 direct

KLEBS Heating
Plumbing
Air Quality

Performance ★ Training ★ Innovation

1107 E. 72nd Avenue, Anchorage, Alaska 99510
www.klebsh heating.com

Rebecca Rooney

From: Sam Robert Brice <SamRobert@briceinc.com>
Sent: Wednesday, March 06, 2013 9:17 AM
To: Rep. Peggy Wilson
Subject: Support for HJR 10 & HB 123
Attachments: Our Responsibility.pdf

Follow Up Flag: Flag for follow up
Flag Status: Flagged

My name is Sam Robert Brice and I have lived in Fairbanks my entire life, working in the construction industry statewide since 1978. I am the President of our construction and service related firms, Brice Companies, that have been doing construction related work in Alaska since 1962. I am a past president of the Alaska Associated General Contractors and have been a vocal supporter of a dedicated fund for state funding of our transportation requirements. I wrote an article for the "Alaskan Contractor" magazine a couple of years back regarding why we need to support a state funded transportation program. I'm attaching that article to this email as I believe it to still be very relevant today.

Please don't hesitate to contact me if I can provide any further information or assistance with this issue. Thank you for all your hard work and dedication in Juneau to improve our State!

Sam Robert Brice

Brice Companies

Fairbanks, AK

(907) 452-2512

samrobert@briceinc.com

B
Brice

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Our responsibility

BY SAM ROBERT BRICE

Investment in construction projects is a major driver of the Alaska economy. According to the 2008 Construction Spending Forecast compiled by the Institute of Social and Economic Research at the University of Alaska Anchorage, "Construction is the third largest industry in the state, pays the state's second highest wages, employs nearly 22,000 workers with a payroll over \$1 billion, accounts for 20 percent of Alaska's economy and currently contributes more than \$7 billion to the state's economy." These investments boost the economy while the construction is going on and provide economic benefits for years after.

But the majority of our highway, airport, harbor and rural infrastructure projects in Alaska rely solely on year-to-year budgets of federal funding programs and / or earmarks. We all know the black eye Alaska has received over the past few years for "the bridge to nowhere" and other infamous earmarks that led Congress to earmark reform. Alaska has one of the lowest state gas taxes in the nation and in the recent past has received more than \$6 for every \$1 paid into the highway trust fund from federal gas tax. We are one of a handful of states that does not have our own state funded transportation program. Combine this with our permanent fund savings account and the fact that residents are paid to live here, you can start to feel the ill-will headed our direction, spelling out reduced federal transportation funding for our state. We have a backlog of nearly \$400 million worth of infrastructure projects that have been designed and are sitting on the "shelf" awaiting funding.

Additionally, there are more than \$1 billion worth of projects along the Alaska, Richardson and Dalton Highway corridors alone in order to be prepared for the gas pipeline construction traffic loads. A recent article in the Anchorage Daily News titled "Infrastructure delays threaten pipeline, coordinator says...one thing that could kill the project is under the state's control – needed infrastructure upgrades, said Drue Pearce, who heads the Office of the Federal Coordinator for Alaska Natural Gas Transportation Projects."

It is precisely because of these facts that the top legislative priority for the AGC of Alaska is a State-Funded Transportation Program. Gov. Sarah Palin proposed a \$1 billion appropriation for a sustained transportation funding program that did not move forward last year, but she is still strongly in support of a State Transportation Program as per the Fall 2008 article in this magazine in which she wrote:

"My administration's proposal for a sustained transportation fund is the right idea at the right time. It would add a new, certain source of funding for needs we know will continue long into the future."

This fall, voters showed their support for Alaska transportation projects by overwhelmingly passing the \$315 million statewide general obligation bond issue. This is a step in the right direction.

Outside of Alaska, people don't understand the commitment the federal government made 50 years ago when Alaska was granted statehood. Alaska came into the Union without a transportation infrastructure system, but with great promise of natural resources and a strategic location. It was understood at that time the magnitude of investment that would be required to connect our great state. What better way for Alaska to show how important these continuing needs are than by paying a defined yearly portion of our way forward.

If indeed our infrastructure needs might be "the straw that breaks the camel's back" for the proposed gas pipeline, wouldn't a dedicated state-funded transportation program that could spur additional matching funds be worth the cost? The Obama administration's planned infrastructure investment

package could be part of this opportunity and is an example of why time is of the essence for a state funding initiative.

Alaska is at a critical juncture in its history. We have the opportunity in front of us to by-pass the economic hardship much of our nation is feeling today and possibly help to lead our nation's recovery with the continued environmentally sound development of our vast resources. Our state slogan "North to the Future" has never been more appropriate than it is today after 50 years of statehood. It is up to us to ensure it remains so. A state funded transportation plan is a small initiative in the right direction for our future.



CALISTA CORPORATION

March 5, 2013

**Representative Peggy Wilson
State Capital Room 406
Juneau, Alaska 99801**

Re: State Transportation Program - House Bill 123

Dear Representative Wilson,

Calista Corporation is writing to support the Alaska Transportation Infrastructure Fund Program - House Bill 123. There have been public hearings on it across the state the last two years; it was vetted in subcommittees; and overall it has been widely supported. We view this as a positive step and solution towards addressing basic core transportation infrastructure needs throughout all regions of Alaska.

The bill re-establishes the multimodal Transportation Infrastructure program and authority put into our constitution by the state founding members. They recognized development of Alaska would be dependent on a transportation network, and the essential role transportation plays for a healthy economy and any business development. Those basic core needs still exist in Alaska, they have yet to have been fulfilled in providing access to markets, supplies and resources which businesses must have to be competitive and provide economic opportunities for people. Our own Calista region is perhaps a model of how a lack of a basic transportation and energy infrastructure network has had far reaching negative social and economic impacts since statehood. Today the YK region has some of the highest costs of living in the nation, highest levels of suicide, fewest resource businesses, and sadly a district with lowest per capita incomes in the country. One of our highest priorities is regional infrastructure
- It is necessary for community sustainability and any business development or survival.

Alaska once had strong road and airport programs without the federal funding which we rely on today. Currently, there is an \$8 billion backlog of important transportation reconstruction projects that were paid for with mostly federal funds. This does not include roads, ports, or airports yet to be built to access whole regions. The state transportation department has become highly dependent on federal funds for transportation infrastructure planning, permitting, building, and even maintenance. This is unacceptable to many of the funding agencies and other states' which continually point to Alaska as: 1. sitting on huge unspent savings, 2. having the lowest fuel tax nationally and contributing little to nothing to our National Transportation trust which Alaska takes funds from, and 3. having no state tax to support its own infrastructure. Furthermore, Alaska has NO state funded program of any kind to count on for basic its ongoing infrastructure construction and maintenance. These issues put Alaska into the untenable situation of being one of the only states' lacking a state funded transportation program. However, it continues to rely on federal transportation trust fund dollars paid into and supported by all the other states' which each have some form of their own funding program. Being in non-compliance with federal grant assurances that are signed onto and required to maintain that

March 5, 2013
Page Two

Infrastructure places Alaska at great risk. It can result in receiving less regular program funding and discretionary money from shrinking federal programs which Alaska relies on. The State has been notified of these facts, as have most organizations, groups, and citizens going to Washington D.C. to request funding.

Aside from the obvious needs already mentioned, other positive economic benefits of an Alaska Transportation Infrastructure fund program in our state include:

- Transportation Infrastructure investment which provides stable, predictable, good paying jobs for both the short and long term (47,000 jobs in Alaska today and one of the strongest industry sectors).
- Operational Improvements to business and industry costs, efficiencies, and competitiveness.
- Access to resources and development in a largely resource dependent state.
- Strengthening local, regional, and state economies.
- Proper maintenance which results in fewer expenses and losses associated with safety, accidents, and vehicle wear to businesses.
- Boosts to both business and leisure travel.
- Lower prices for commodities, shipping, and travel.
- Reduced losses associated with time, travel, congestion, and lack of ready access for businesses.
- State funded projects that can be built appropriate to Alaska which are significantly cheaper, faster, and with fewer Federally mandated high population density design requirements

House Bill 123 may not solve each and every transportation issue in Alaska; however, it is a forward step required to establish a basic program and begin solving our complex transportation infrastructure needs in a fair, consistent, and thoughtful manner that is standard in every other state in the United States.

Calista supports re-establishment of a state transportation infrastructure program which can be consistently counted on in all regions and communities of Alaska. Thank you for the opportunity to comment on this important piece of legislation.

Respectfully,



Andrew Guy
President and Chief Executive Officer

cc: Commissioner Pat Kemp
Governor Sean Parnell



4000 Old Seward Hwy., Suite 101
Anchorage, Alaska 99503
Tel : (907) 273-1000
Fax: (907) 273-1099
www.colaska.com

March 5, 2013

Representative Peggy Wilson
State Capitol Room 406
Juneau, AK 99801

REFERENCE: Establishment of a State Transportation Fund

Dear Representative Wilson:

I would like to register strong support for the establishment of a State Transportation Fund.

The safety of Alaskan highways has long been a concern; the condition of pavement and road structures, including bridges, has deteriorated significantly over time, and they are always subject to harsh environmental conditions. The low density of the population and the long distances between population centers in Alaska means there are proportionally many more miles of roadway to maintain, and a State Transportation Fund is necessary to supplement Federal Funding to ensure that current roads can be maintained and new roads developed to appropriate standards.

The establishment of a dedicated State Transportation Fund could also underpin alternate project funding methods that could leverage the fund value by providing the necessary credit rating to underwrite any form of Public Private Partnership, through which private investments could be used for further development of Alaskan transportation infrastructure. The fund could also benefit as the single repository of fuel taxes and tolls, and would be self-sustaining if properly established at the outset.

While Federal Funding and bonds presently make up a significant portion of Alaskan transportation spending, these sources are subject to severe reductions in the future, due to either reduced Federal spending or potentially unfavorable interest rates. The establishment of a State Transportation Fund will provide stability and predictability to the development of the State, and is entirely compatible with National and International approaches to paying for transportation infrastructure.

Sincerely,

COLASKA, INC.

Rob Dun
Business Development Manager