

HB

502

Alaska State Legislature



House Transportation Committee

SPONSOR STATEMENT

HOUSE BILL 502

The Department of Transportation allocates funds for roads under different categories in their Statewide Transportation Improvement Plan (STIP): 1) National Highway System, 2) State Highway System, 3) Community Transportation Program, and, 4) Trails and Recreational Access for Alaska (TRAAK). Communities or individuals can nominate projects. The projects then undergo preliminary planning. Funds are then allocated under STIP to the various phases of each project: design, right-of-way acquisition, utilities, and construction.

Under the proposed DOT regulations, funding will be allocated to each category in a certain percentage:

- 48% National Highway System
 - 8% Alaska (State) Highway System
 - 33% Community Transportation Program
 - 8% Trails and Recreational Access for Alaska (TRAAK)
- (The remaining 3% will be "flexible" funding.)

There is no proposal to earmark funds for new pioneer roads to serve economic development interests under the proposed DOT regulations. (AS 19.30.020 - .030 provide for the commissioner of the Department of Natural Resources to match grant 50% up to only \$50,000 for constructing developmental access roads into areas where mining prospects of valid commercial promise are inaccessible to truck haulage. These roads are to be constructed as rudimentary truck roads and to standards that can be readily improved for general public use.)

HB 502 cites specific roads in the State Highway System that are proposed for upgrade and paving costing tens of millions. These existing roads have minimal traffic counts and some are just seasonal roads. Some of these roads have significant **public opposition** to paving. There are other roads listed under the State Highway System that are in dramatic need of improvement that have thousands of vehicles traveling daily. For example, there are no funds programmed in STIP (zero funds programmed even in the >6 years category) the Old Glenn Highway that has over 7,000 vehicles per day.

HB 502 will save millions by prohibiting paving these low use roads resulting in freed-up funds to improve high usage roads. It also allows for the State to plan and construct new "rustic roads and highways" that can serve the economic development interests of Alaskans and that will also provide **recreational opportunities** in areas that can not be currently accessed.

HOUSE BILL NO. 502
IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTY-SECOND LEGISLATURE - SECOND SESSION

BY THE HOUSE TRANSPORTATION COMMITTEE

Introduced: 2/27/02

Referred: Transportation, Finance

A BILL

FOR AN ACT ENTITLED

1 "An Act relating to the designation of and funding for rustic roads and highways; and
2 providing for an effective date."

3 **BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:**

4 * Section 1. AS 19.10 is amended by adding a new section to read:

5 **Sec. 19.10.075. Designation of rustic roads and highways; funding.** (a) A
6 rustic road or highway is an unpaved road or highway that has been designated as a
7 rustic road or highway by the legislature. The department shall plan, design,
8 construct, and maintain a rustic road or highway according to appropriate planning,
9 design, construction, maintenance, and safety standards for unpaved roads and
10 highways. The department may not pave a rustic road or highway.

11 (b) The department may nominate an unpaved road or highway or a portion of
12 an unpaved road or highway for designation as a rustic road or highway by the
13 legislature. The department may solicit recommendations and comments from the
14 public regarding unpaved roads or highways to be nominated for designation as rustic

1 roads and highways.

2 (c) The following roads and highways are designated as rustic roads and
3 highways:

4 (1) the portions of the Denali Highway that are not paved on the
5 effective date of this Act;

6 (2) the portion of the Hatcher Pass Road from milepost 18 to milepost
7 25;

8 (3) the portion of the Copper River Highway from milepost 18 to
9 milepost 49, including the Million Dollar Bridge (bridge number 0206);

10 (4) Donlin Creek - Crooked Creek Road.

11 (d) The department shall incorporate projects for the planning, design,
12 construction, and maintenance of rustic roads and highways into the statewide
13 transportation improvement program. The department shall expend a minimum of 50
14 percent of funding available under the statewide transportation improvement program
15 that is allocated to the trails and recreational access for Alaska program for projects
16 for rustic roads and highways.

17 * Sec. 2. AS 19.10.075 is repealed July 1, 2010.

18 * Sec. 3. This Act takes effect immediately under AS 01.10.070(c).

SUMMARY

SCHEDULED FUNDING (2001-2003 APPROVED STIP)

Low Use Roads

	<u>Milepost</u>	<u>FY 01</u>	<u>FY 02</u>	<u>FY 03</u>	<u>FY 04</u>	<u>FY 05</u>	<u>FY 06</u>	<u>BEYOND</u>	<u>Comments</u>
Denali Hwy upgrade	104 - 135 Parks eastward		500000		125,000		11,000,000		7-8 miles already paved
Denali Hwy upgrade	21 -42 Tangle Lakes MacLaren River			6,400,000					Already paved to MP 21 Recreation Area Access
Denali Hwy grading, drainage, paving	42 - 80					600,000		Lots more \$\$ needed	Lots more \$\$ needed
Denali Hwy grading, drainage, paving	80 -104					500,000		Lots more \$\$ needed	Lots more \$\$ needed
Copper River Hwy upgrade, pave	18 - 37						400,000	9,950,000	MINIMAL TRAFFIC
Copper River Hwy paving	37 - 49 (to \$M Bridge)						250,000	1,500,000	MINIMAL TRAFFIC
Hatcher Pass upgrade and pave from pass over Sun.mit	18 - 25	500,000		475,000		7,000,000			
	TOTALS	500,000	500,000	6,875,000	125,000	8,100,000	11,650,000	11,450,000 PLUS	GRAND TOTAL 39,200,000 PLUS

TOTAL TRAFFIC COUNTS

235 daily avg

COPPER RIVER HIGHWAY

SCHEDULED FUNDING (2001-2003 APPROVED STIP)

Copper River Highway

STATE HIGHWAY SYSTEM

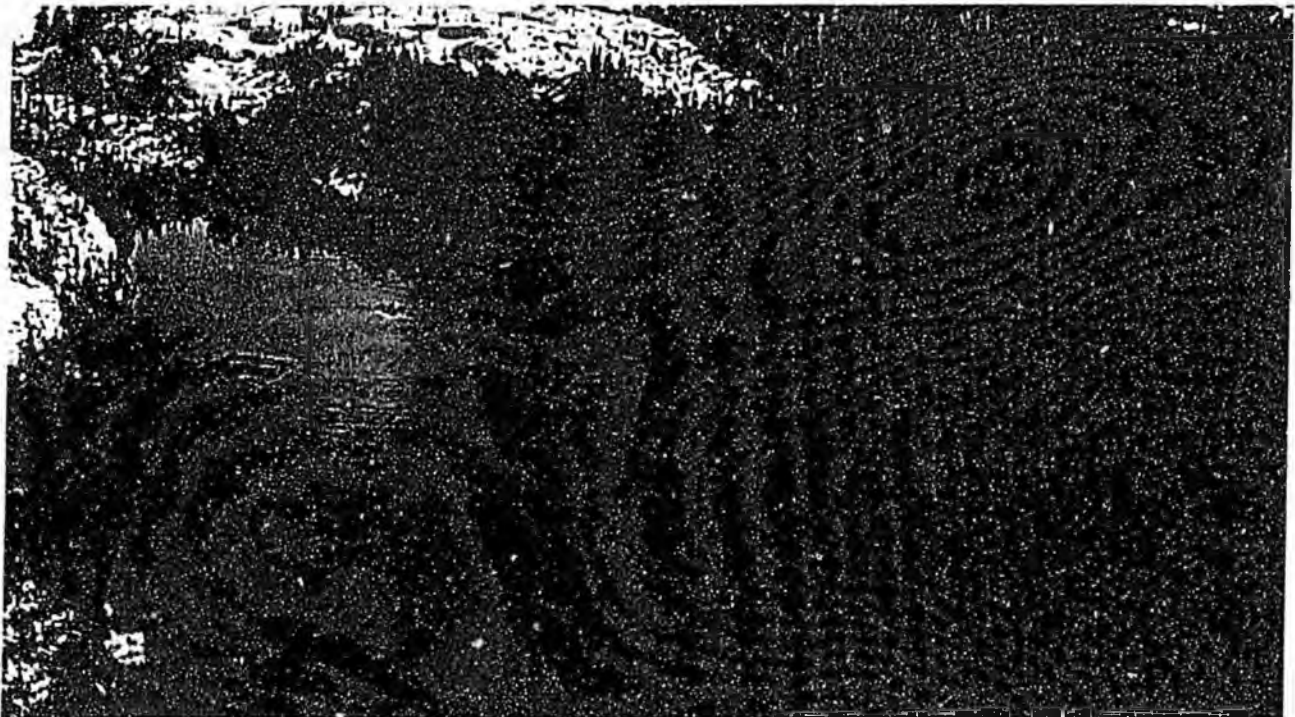
	<u>Milepost</u>	<u>FY 01</u>	<u>FY 02</u>	<u>FY 03</u>	<u>FY 04</u>	<u>FY 05</u>	<u>FY 06</u>	<u>BEYOND</u>	<u>Comments</u>
Copper River Hwy fix bridge	Million \$ Bridge		6,000,000						leads to nowhere (no road)
Copper River Hwy upgrade, pave	18 - 37						400,000	9,950,000	MINIMAL TRAFFIC
Copper River Hwy paving	37 - 49 (to \$M Bridge)						250,000	1,500,000	MINIMAL TRAFFIC
Copper River Hwy upgrade	6.5 - 18 (Cordova to Slough)						250,000	3,970,000	Cordova to Airport
Copper River Hwy	TOTALS	0	6,000,000	0	0	0	900,000	15,420,000	22,320,000
	Traffic Count	50 daily avg							

FINAL

APPROVED BY COMMISSIONER
July 2001

DRAFT

PRINCE WILLIAM SOUND/ COPPER RIVER AREA TRANSPORTATION PLAN



prepared for the

Alaska Department of Transportation and Public Facilities

prepared by

Parsons Brinckerhoff

in association with

HDR Alaska, Inc.

Northern Economics, Inc.

The Glosten Associates, Inc.

Christopher Beck & Associates

Ogden Beeman & Associates, Inc

Comments due Jan 12, 2001 to
Division of Statewide Planning,
DOT&PF, 3132 Channel Drive Rm 200,
Juneau, AK 99801
phone 1-888-PLAN-DOT
fax 1-888-PLAN-FAX

November 2000

ON THE WEB!

http://www.dot.state.ak.us/external/state_wide/planning/pb/pwstplan.html



ALTERNATIVES DEVELOPMENT AND EVALUATION

THE ALTERNATIVES DEVELOPMENT PROCESS

The development of transportation alternatives for the PWS/CR Area Transportation Plan was an iterative process, the first step of which was development of a list of initial alternatives. This list was trimmed, added to, and refined in meetings between the PWS/CR Area Transportation Plan Advisory Committee and the DOT&PF/consultant team.

The consultant team developed a set of initial alternatives based on consideration of multiple sources, including the following:

- The Transportation Plan's goals and objectives, documented in the *Prince William Sound/Copper River Area Transportation Plan Goals and Objectives Technical Memorandum* (July 1998);
- A review of PWS-related planning documents and studies²⁵;
- The Advisory Committee's ongoing comments and suggestions;
- Suggestions relayed by Jeff Ottesen based on his November 7, 1998 meeting with Prince William Sound area mayors;
- Results of a survey administered to residents of Cordova, Chenega Bay, and Tatitlek²⁶;
- The consultant team's analysis of existing and potential service

A Note on the Focus on Marine Alternatives

In this regional transportation plan, the focus and bulk of the analyses are on marine alternatives. This focus is attributable to several factors, the most obvious of which is the area's geography. The PWS/CR area's principal communities lie along the coast and islands of Prince William Sound and are more easily and directly connected by sea than over the area's mountainous terrain.

Another reason for this focus is the fact that DOT&PF has more direct control over marine service than it does over aviation. While the State owns and operates the Alaska Marine Highway System, it does not own or operate the airline system. What determines the levels and quality of service experienced in the region is primarily a function of the market in which the airline industry functions. As such, the State's role in air transportation focuses on the provision of airport facilities – their construction, maintenance and operations. While this duty represents a significant expenditure of funding and effort, the State remains limited in the

²⁵ Among the documents reviewed were the following: *Whittier Access Project, Viable Alternatives Report*, January 1994; *Alaska Marine Highway System Master Plan*, July 1991; *Service Alternatives for AMHS Service in Prince William Sound*, February 1994; *Economic Impacts of the Copper River Highway*, ISER, June 1993; *Whittier Access Project Revised Draft EIS*, May 1995; *AMHS Fast Passenger Vehicle Ferry Optimization Study*, July 1995.

²⁶ *Cordova, Chenega Bay, and Tatitlek Ferry Use Survey, Draft Report*, prepared for the Alaska Department of Transportation and Public Facilities by Northern Economics and Parsons Brinckerhoff, in association with The Goston Associates (October 1998).

extent to which it can induce airlines to serve communities at all; much less dictate schedules, fares, or routes.²⁷

Moreover, provision of marine service is less environmentally and socially sensitive than is the building of new highways. The State faces considerable environmental and community constraints when it comes to major new roadway building efforts. The Copper River Highway is a key case in point. This set of alternatives (one highway along any one of three possible routes) has been the subject of many studies and analyses. Inclusion of the Copper River Highway alternative in this planning effort will allow consideration of the extent to which some ferry service alternative, however configured, might compare – in terms of cost, reliability, convenience, level of service, and capacity – to a Copper River highway. In addition to the Copper River Highway alternative, yet another overland alternative was explored as part of this regional planning effort – a Copper River railroad.

Thus, while the very economic structure of the airline industry limits the State's ability to shape air service, and while environmental and social issues constrain the State's ability to build major overland infrastructure, the State has considerable influence over marine transportation. It is for this reason, among others, that marine alternatives figure so prominently in this set of options.

THE INITIAL ALTERNATIVES

The initial transportation alternatives developed for the PWS/CR Area Transportation Plan are summarized below for the reader's reference.²⁸

Copper River Highway Alternative

Key Elements of the Alternative

- Build the Copper River Highway to Federal standards with a crushed gravel surface, two ten-foot lanes, and four-foot shoulders
- Three route alternatives, each of which shares the first 82 miles from Cordova: (1) Tasnuna Route; (2) Tielkel Route; (3) Wood Canyon Route
- The Copper River Basin is generally rugged, with numerous small streams having steep gradients and high sediment loads; as such, localized inundation, erosion damage, ice damage and heavy sediment deposition would pose maintenance issues
- Capital cost estimates for construction of the Copper River Highway range from \$182 million to \$237 million
- Annual maintenance costs are estimated at between \$1.1 and \$1.2 million per year; and the feasibility of year-round operations are uncertain

²⁷ The Federal government, too, plays a role in ensuring that air service is available to communities in Prince William Sound, and other parts of the state and country, where it would not otherwise be profitable. Since airline deregulation in 1978, Congress has appropriated funding for the Essential Air Service (EAS) program, which provides private airlines with subsidies to serve specified communities at specified levels of service, for a negotiated subsidy. Without this subsidization, air service in the region would be lower.

²⁸ These alternatives are fully documented in *Prince William Sound/Copper River Area Transportation Plan, Preliminary Transportation Alternatives Technical Memorandum*, prepared for the Alaska Department of Transportation and Public Facilities by Parsons Brinckerhoff, HDR Alaska, The Glosten Associates, and Ogden Beeman & Associates, in association with Northern Economics (February 1999).

- A significant portion of Cordova's residents oppose this alternative
- Compared to marine alternatives, perceived potential environmental impacts are much greater

Copper River Railroad Alternative

Key Elements of the Alternative

- Build a rail connection between Cordova and the Richardson Highway or Chitina – alternative includes track work and stations
- Three route alternatives: (1) Tasnuna Route; (2) Tiekel Route; (3) Wood Canyon Route
- Rebuild the abandoned rail track between Cordova and Chitina
- All three routes would require dozens of bridges and culverts – each of which would entail expensive design, construction, and maintenance costs
- This railroad could transport freight to ships at the deep-water port at Shepard Point. However, it is difficult to envision demand for freight transport unless the track extended to the Alaska rail system, and there is little justification for such a connection given that the railroad route to Seward and the highway to Valdez already provide for freight transportation out of the state
- Staffed depots at each end of selected route would require access to power, water, and wastewater utility infrastructure, which is not now available at these locations.
- Compared to marine alternatives, perceived potential environmental impacts are much greater
- Capital cost estimates for construction of the Copper River Railroad range from \$291 million to \$560 million
- Annual maintenance costs are estimated at between \$2.8 and \$3.0 million per year
- Both capital and operating cost estimates are extremely high relative to projected demand

The Marine Alternatives

The marine alternatives developed for this effort fall into three categories: (1) alternatives that rely entirely upon vessels already owned and operated by the AMHS; (2) alternatives that serve the area with new vessels; and, (3) alternatives that rely upon a combination of existing AMHS vessels and new vessels. The initial alternatives include nine build alternatives and a baseline alternative, which represents existing conditions. The alternatives are structured around a set of variables that includes the following:

- ports of call
- vessel types and combinations
- patterns and direction of service
- schedule
- weeks per year of service
- convenience
- service frequency

Roadlog Route ID	Begin M.P.	Feature	Length (Mi)	1998 AADT	1999 AADT	2000 AADT	2000 VMT
188035S1		CHITTU RD (MCCARTHY), DAN CREEK RD (MCCARTHY)-NIZINA				-	
	0.000	JCT WITH DAN CREEK ROAD (MCCARTHY)	6.500	5	5	5	33
	8.500	END					
		ROUTE TOTAL	6.500	5	5	5	33
198600		OLD EDGERTON LOOP RD, RICH HWY-EDGERTON/MCCARTHY RD					
	0.000	JCT WITH RICHARDSON HIGHWAY	11.882	25	25	25	297
	11.882	END					
		ROUTE TOTAL	11.882	25	25	25	297
205000		SHUNGNAK AIRPORT ROAD, SHUNGNAK -AIRPORT					
	0.000	BEGIN SURFACE TYPE C	0.930	25	25	25	23
	0.930	END					
		ROUTE TOTAL	0.930	25	25	25	23
207000		STEVENS VILLAGE STREETS, STEVENS VILLAGE ST SYSTEM					
	0.000	BEGIN SURFACE TYPE E	0.620	50	50	50	31
	0.620	END					
		ROUTE TOTAL	0.620	50	50	50	31
208000		BEAVER VILLAGE STREETS, BEAVER VILLAGE ST SYSTEM					
	0.000	BEGIN SURFACE TYPE E	0.360	75	75	75	27
	0.360	END					
		ROUTE TOTAL	0.360	75	75	75	27
209000		BIRCH CREEK AIRPORT ROAD, BIRCH CREEK VILLAGE -AIRPORT					
	0.000	BEGIN SURFACE TYPE E	0.420	25	25	25	11
	0.420	END					
		ROUTE TOTAL	0.420	25	25	25	11
210000		COPPER RIVER HIGHWAY, CORDOVA TERMINAL -RICH HWY					
	0.000	CORDOVA DOCK	0.449	1,275	1,275	1,275	572
	0.449	JCT WITH RAILROAD AVENUE	0.400	1,075	1,075	1,075	430
	0.849	JCT WITH COUNCIL AVENUE	0.317	3,775	3,775	3,775	1,197
	1.168	JCT WITH 2ND STREET	0.210	3,775	3,775	3,775	793
	1.378	JCT WITH POINT WHITSHED ROAD	0.417	1,550	1,550	1,550	646
	1.793	JCT WITH LE FEVRE STREET	3.878	1,625	1,625	1,625	6,302
	5.671	EYAK RIVER	8.024	1,025	1,025	1,025	8,225
	13.695	JCT WITH SHERIDAN GLACIER ROAD	0.624	100	100	100	62
	14.319		35.139	50	50	50	1,757
	49.458	END	**71.91				0
		ROUTE TOTAL	49.458	402	404	404	19,984
210100		RAILROAD AVENUE (CORDOVA), COPPER RIVER HWY-END ROUTE					
	0.000	JCT WITH COPPER RIVER HIGHWAY	0.700	700	700	700	490
	0.700	END					
		ROUTE TOTAL	0.700	700	700	700	490
210500		CANNERY RD/ORCA INLET (CORDOVA), COPPER RIVER HWY-END ROUTE					
	0.000	JCT WITH COPPER RIVER HIGHWAY	2.148	675	675	675	1,449
	2.148	END					
		ROUTE TOTAL	2.148	675	675	675	1,449
210900		EYAK LAKE ROAD (CORDOVA), SECOND STREET-END ROUTE					
	0.000	JCT WITH SECOND STREET	1.725	2,050	2,050	2,050	3,536
	1.725	EYAK LAKE SKATERS CABIN	5.029	225	225	225	1,132
	6.754	END					
		ROUTE TOTAL	6.754	688	691	691	4,668
210910		SECOND STREET (CORDOVA), COPPER RIVER HWY-DAVIS AVENUE					
	0.000	JCT WITH COPPER RIVER HIGHWAY	0.363		725	725	263
	0.363	END					
		ROUTE TOTAL	0.363		725	725	263

**Proposed Mileage - not included in total lines

HATCHER PASS ROAD

SCHEDULED FUNDING (2001-2003 APPROVED STIP)

Hatcher Pass

STATE HIGHWAY SYSTEM

	<u>Milepost</u>	<u>FY 01</u>	<u>FY 02</u>	<u>FY 03</u>	<u>FY 04</u>	<u>FY 05</u>	<u>FY 06</u>	<u>BEYOND</u>	<u>Comments</u>
Hatcher Pass pave Motherlode to Pass/Indep. Mine State Park	14- 18	2,200,000							under construction
Hatcher Pass upgrade and pave from pass over Summit	18 - 25	500,000		475,000		7,000,000			
Hatcher Pass pave	30 - 38						800,000	105,000	
TOTALS		2,700,000	0	475,000	0	7,000,000	800,000	105,000	11,080,000
Traffic Count				85 daily avg					

Route	MI Pt	Description	Length(mi)	FC	98AADT	99AADT	00AADT	VMT
137327 EVERGREEN AVENUE WEST, PALMER								
137328 FIREWEED AVENUE EAST, PALMER								
	0.252	Jct with South Chugach Street	0.150	7	3185	3380	3530	530
137329³⁹ CHUGACH STREET SOUTH (FIREWEED), PALMER CITY								
	0.000	Jct with Outer Springer Loop	0.889	8	1060	1089	1140	1013
137500 SCOTT ROAD, PALMER								
	0.000	Jct with Glennallen Highway	1.755	9	350	350	370	649
137700 WILLOW FISHHOOK ROAD								
*	0.000	Jct with Gold Chord Road	6.460	8	110	90	90	581
*	6.460	Jct with Luckey Shot Mine Road	10.990	8	110	110	90	989
*	17.450	Willow Creek Bridge	3.700	8	93	100	85	315
	21.150	Jct with Archangel Drive	5.780	8	305	172	180	1040
	26.930	Jct with 4 Mile Road	3.580	8	625	602	620	2220
	30.510	Jct with Old Willow Road	0.830	8	660	690	710	589
137731 EDGERTON ROAD, PALMER								
	0.000	Jct with Palmer-Fishhook Road	2.160	9	380	400	410	886
137746 GOLD CHORD ROAD, PALMER								
	0.000	Jct with Willow Fishhook Road	1.650	8	193	210	210	347
138153 VICTORY BIBLE CAMP ROAD								
	0.000	Jct with Glennallen Highway	1.031	8	110	110	91	94
170000 PARKS HIGHWAY								
	0.000	Jct with Glennallen Highway	0.380	1	16980	18480	18220	6924
	0.380	Jct with Trunk Road	2.200	1	15458	16070	15840	34848
	2.580	Jct with Gershmel Loop Road	0.170	1	16120	19769	19490	3313
	2.750	Jct with Fairview Loop Road	1.410	1	16891	17560	17664	24906
	4.160	Jct with Seward Meridian Road	1.730	1	18287	19010	18743	32425
	5.890	Jct with Palmer/Wasilla Highway	0.720	1	26899	27960	32986	23750
	6.610	Jct with Crusey Street	0.390	1	25460	31615	31890	12437
	7.000	Jct with Knik-Goose Bay Road / Main Street	0.440	1	21860	17999	15283	6725
	7.440	Jct with Airport Dr / Tommy Moe Street	0.890	1	17508	18200	21349	19001

DENALI HIGHWAY

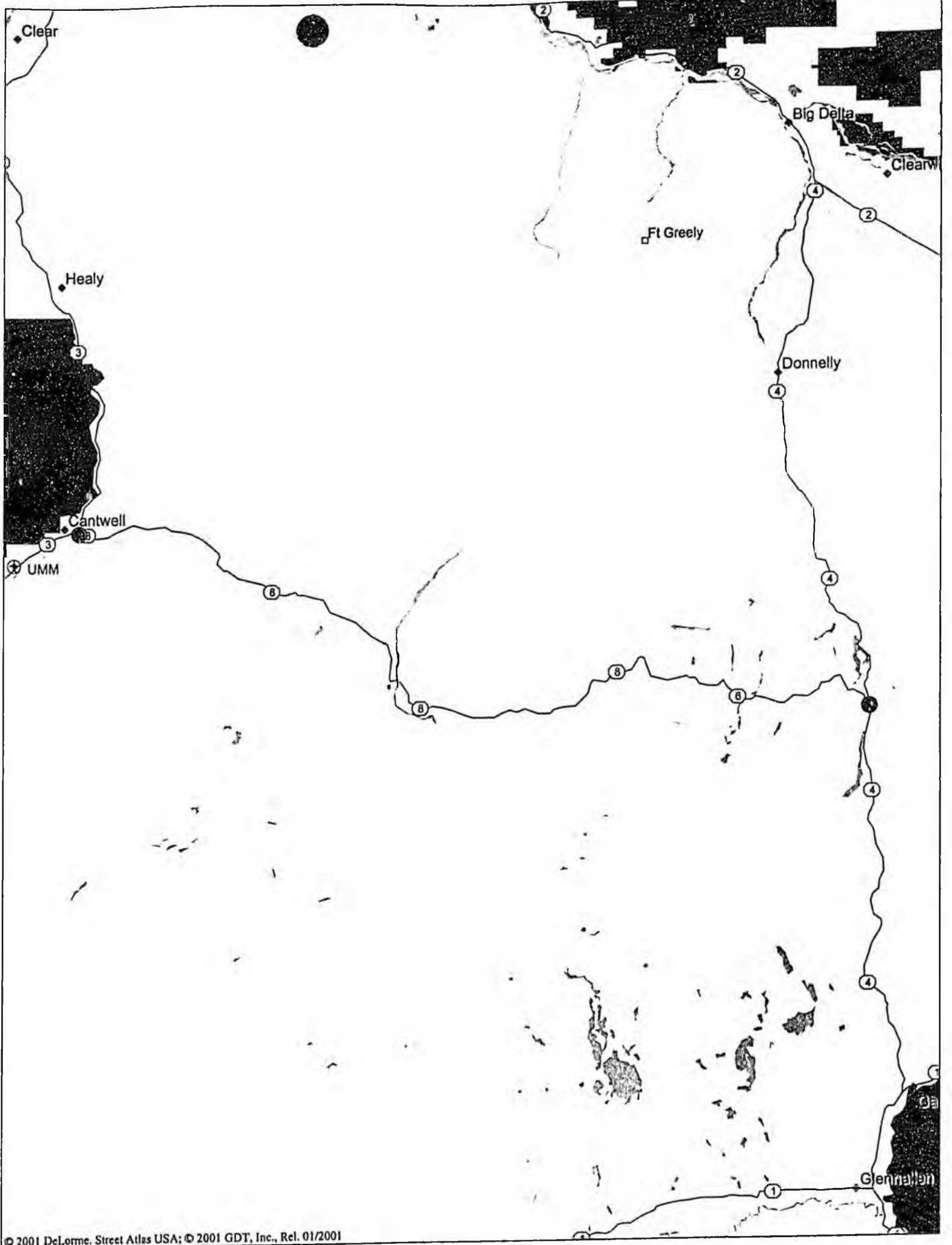
SCHEDULED FUNDING (2001-2003 APPROVED STIP)

Denali Highway

STATE HIGHWAY SYSTEM

	<u>Milepcst</u>	<u>FY 01</u>	<u>FY 02</u>	<u>FY 03</u>	<u>FY 04</u>	<u>FY 05</u>	<u>FY 06</u>	<u>BEYOND</u>	<u>Comments</u>
Denali Hwy upgrade	104 - 135 Parks eastward		500,000		125,000		11,000,000		7-8 miles already paved
Denali Hwy upgrade	21 -42 Tangle Lakes MacLaren River			6,400,000					Already paved to MP 21 Recreation Area Access
Denali Hwy grading, drainage, paving	42 - 80					600,000		Lots more \$\$ needed	Lots more \$\$ needed
Denali Hwy grading, drainage, paving	80 -104					500,000		Lots more \$\$ needed	Lots more \$\$ needed
Denali Hwy	TOTALS	0	500,000	6,400,000	125,000	1,100,000	11,000,000	0	19,125,000

Traffic Count: 100 daily avg
(at Maclaren River)



Roadlog Route ID	Begin M.P.	Feature	Length (Mi)	1998 AADT	1999 AADT	2000 AADT	2000 VMT
059000		RUBY/POORMAN ROAD, RUBY-POORMAN					
	0.000	ENTERING RUBY CITY	4.910	15	15	15	74
	4.910	JCT WITH RUBY AIRPORT	31.090	25	25	25	777
	38.000	END					
		ROUTE TOTAL	38.000	24	24	24	851
059500		RUBY AIRPORT ROAD, RUBY/POORMAN RD-RUBY AIRPORT					
	0.000	JCT WITH RUBY/POORMAN ROAD	1.200	25	25	25	30
	1.200	END					
		ROUTE TOTAL	1.200	25	25	25	30
059600		RUBY CITY STREETS, RUBY-END ROUTE					
	0.000	BEGIN SURFACE TYPE E	2.120	25	25	25	53
	2.120	END					
		ROUTE TOTAL	2.120	25	25	25	53
120000		PARKS/MCGRATH HIGHWAY, PARKS HIGHWAY-MCGRATH					
	0.000	PARKS HIGHWAY	**214.300	0	0	0	0
	0.000	END					
		ROUTE TOTAL	0.000	0	0	0	0
***136000		GLENN HIGHWAY, NORTHERN REGION BOUNDARY - RICH HWY					
	110.255	MILEPOST 118 (ENTERING NORTHERN REGION)	9.611	925	800	750	7,208
	119.866	EUREKA LODGE	10.074	925	800	750	7,556
	129.940	JCT WITH NELCHINA MAINTENANCE STATION	21.299	883	790	835	17,785
	151.239	JCT WITH LAKE LOUISE ROAD	12.719	800	900	725	9,221
	163.958	TOLSONA CREEK	8.178	850	950	950	7,789
	172.136	MILEPOST 181	8.311	1,300	1,525	1,275	8,047
	178.447	JCT WITH AURORA (SCHOOL) ROAD	1.795	1,900	2,450	1,850	3,321
	180.242	END					
		ROUTE TOTAL	69.987	833	940	870	60,906
139700		LAKE LOUISE ROAD, GLENN HWY-LAKE LOUISE CAMPGROUND					
	0.000	JCT WITH GLENN HIGHWAY	18.627	100	100	100	1,863
	18.627	END					
		ROUTE TOTAL	18.627	100	100	100	1,863
139800		TERRACE (SUBDIVISION) ROAD, GLENN HWY-END ROUTE					
	0.000	JCT WITH GLENN HIGHWAY	0.926	75	75	75	69
	0.926	END					
		ROUTE TOTAL	0.926	75	75	75	69
139900		AURORA (SCHOOL) RD, GLENN HWY-GLENNALLEN HIGH SCHOOL					
	0.000	JCT WITH GLENN HIGHWAY	0.415	750	750	700	291
	0.415	END					
		ROUTE TOTAL	0.415	750	750	700	291
140000		DENALI HIGHWAY, RICHARDSON HIGHWAY-PARKS HIGHWAY					
	0.000	JCT WITH RICHARDSON HIGHWAY	21.391	200	150	150	3,209
	21.391	TANGLE LAKE CAMPGROUND	20.484	150	75	75	1,537
	41.885	MACLAREN RIVER	87.154	175	100	100	8,715
	129.039	FISH CREEK	5.105	150	150	150	768
	134.144	JCT WITH OLD ANCH/FBKS/CIRCLE HWY	0.414	275	300	300	124
	134.558	END					
		ROUTE TOTAL	134.558	175	107	107	14,351
141000		7-MILE LAKE ACCESS ROAD, DENALI HIGHWAY-END ROUTE					
	0.000	JCT WITH DENALI HIGHWAY	0.730	30	30	30	22
	0.730	END					
		ROUTE TOTAL	0.730	30	30	30	22

*Permanent Traffic Recorder: Nelchina Maintenance Station

**Proposed Mileage - Not Included in total lines

***Any questions on Central Region's portion of Route 135000 should be directed to Howard Helkenn at 907-269-0876

Roadlog Route ID	Begin M.P. Feature	Length (Mi)	1998 AADT	1999 AADT	2000 AADT	2000 VMT
059000	RUBY/POORMAN ROAD, RUBY-POORMAN 0.000 ENTERING RUBY CITY 4.910 JCT WITH RUBY AIRPORT 36.000 END ROUTE TOTAL	4.910 31.090 38.000	15 25 24	15 25 24	15 25 24	74 777 851
069500	RUBY AIRPORT ROAD, RUBY/POORMAN RD-RUBY AIRPORT 0.000 JCT WITH RUBY/POORMAN ROAD 1.200 END ROUTE TOTAL	1.200 1.200	25 25	25 25	25 25	30 30
059600	RUBY CITY STREETS, RUBY-END ROUTE 0.000 BEGIN SURFACE TYPE E 2.120 END ROUTE TOTAL	2.120 2.120	25 25	25 25	25 25	53 53
120000	PARKS/MCGRATH HIGHWAY, PARKS HIGHWAY-MCGRATH 0.000 PARKS HIGHWAY 0.000 END ROUTE TOTAL	**214.300 0.000	0 0	0 0	0 0	0 0
***135000	GLENN HIGHWAY, NORTHERN REGION BOUNDARY - RICH HWY 110.255 MILEPOST 118 (ENTERING NORTHERN REGION) 119.866 EUREKA LODGE * 129.940 JCT WITH NELCHINA MAINTENANCE STATION 151.239 JCT WITH LAKE LOUISE ROAD 163.958 TOLSONA CREEK 172.138 MILEPOST 181 178.447 JCT WITH AURORA (SCHOOL) ROAD 180.242 END ROUTE TOTAL	9.611 10.074 21.289 12.719 8.178 8.311 1.795 69.987	925 925 883 800 850 1,300 1,900 933	800 800 790 900 950 1,525 2,450 940	750 750 835 725 950 1,275 1,850 870	7,208 7,558 17,785 9,221 7,769 8,047 3,321 60,908
139700	LAKE LOUISE ROAD, GLENN HWY-LAKE LOUISE CAMPGROUND 0.000 JCT WITH GLENN HIGHWAY 18.627 END ROUTE TOTAL	18.627 18.627	100 100	100 100	100 100	1,863 1,863
139800	TERRACE (SUBDIVISION) ROAD, GLENN HWY-END ROUTE 0.000 JCT WITH GLENN HIGHWAY 0.926 END ROUTE TOTAL	0.926 0.926	75 75	75 75	75 75	69 69
139900	AURORA (SCHOOL) RD, GLENN HWY-GLENNALLEN HIGH SCHOOL 0.000 JCT WITH GLENN HIGHWAY 0.415 END ROUTE TOTAL	0.415 0.415	750 750	750 750	700 700	281 291
140000	DENALI HIGHWAY, RICHARDSON HIGHWAY-PARKS HIGHWAY 0.000 JCT WITH RICHARDSON HIGHWAY * 21.391 TANGLE LAKE CAMPGROUND * 41.885 MACLAREN RIVER 129.039 FISH CREEK 134.144 JCT WITH OLD ANCH/FBKS/CIRCLE HWY 134.558 END ROUTE TOTAL	21.391 20.484 87.154 5.105 0.414 134.558	200 150 175 150 275 175	150 75 100 150 300 107	150 75 100 150 300 107	3,209 1,537 8,715 768 124 14,351
141000	7-MILE LAKE ACCESS ROAD, DENALI HIGHWAY-END ROUTE 0.000 JCT WITH DENALI HIGHWAY 0.730 END ROUTE TOTAL	0.730 0.730	30 30	30 30	30 30	22 22

*Permanent Traffic Recorder: Nelchina Maintenance Station

**Proposed Mileage - Not Included in total lines

***Any questions on Central Region's portion of Route 135000 should be directed to Howard Helkenn at 907-269-0776

COPPER COUNTRY ALLIANCEHC60 BOX 305T
COPPER CENTER, ALASKA 99573PHONE (907)822-3644
FAX (907)822-3644 [call first]**FAX**

DATE: FEBRUARY 28, 2002
TO: MIKE KRIEBER, REP. KOHRING'S OFFICE, FAX #465-3818
FROM: RUTH MCHENRY, COPPER COUNTRY ALLIANCE
RE: HB 502, RUSTIC ROADS

Dear Mike:

I'm sending with this fax the following items which will document public opposition to paving the Denali Highway.

- 1) A petition which was submitted to DOT on January 5, 1998 (8 pages)
- 2) The sign-in sheet from a public meeting held December 2, 1999, in Glennallen. Attendees checked columns to show support or opposition to paving (1 page)

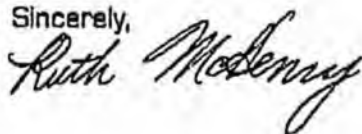
Also, when you dig into the depths of the packet I sent to you on March 1, 2001, you should find a listing and tally of responses to a Fall 1997 DOT questionnaire about paving the Denali Highway. (DOT did the listing, I compiled the tally.) If you can't find it easily, I'll be happy to fax that, too.

I think it only fair to let you know that I don't know if I can support the bill in its present form. I want to look into the implications of the Hatcher Pass, Copper River Highway, and Donlin Creek-Crooked Creek Road provisions, particularly with respect to people who live closest to them or use them. I'm also concerned about using TRAAK funds for planning, design and construction of rustic roads, when what we envisioned was legislation that would merely provide for low-key maintenance of an existing road.

Thus, I'm sending you these materials only for the purpose of demonstrating public support for keeping the Denali Highway unpaved. They predate HB 502, and I cannot guess how many of the signers would support HB 502 in its present form.

As you said, the March 5 hearing will be just the "start of dialog" on this bill. I'm very grateful that you've kept me informed, and I hope we can find common ground on the provisions that I'm concerned about.

Sincerely,



Meeting finds opposition to paving Denali Highway

By Doug Vollman

Copper Valley Voice

Copper Valley residents, business owners, state biologists and engineers met Thursday at Glennallen High School to discuss proposed improvements to the Denali Highway.

Most of the 40 people who attended the public meeting — moderated by state Rep. John Harris of Valdez — opposed plans to pave the 133-mile, mostly dirt road through the tundra.

The road connects Paxon on the Richardson Highway to Cantwell on the Parks Highway and is maintained only in summer.

The Alaska Department of Transportation has proposed paving the road with a low-impact, high-float surface. But only four people spoke in support of paving the highway.

John Schandelmeier of Paxon opened the discussion by addressing the DOT's three stated reasons for paving the highway: safety, enhancing the enjoyment of travelers and lower maintenance costs.

Schandelmeier said he believes paving the road will actually make it more unsafe due to higher speeds and more traffic. As far as enhancing the enjoyment of the road, he cited a DOT survey that showed 85 percent of those surveyed were opposed to paving the Denali and 92 percent of Copper Valley residents were opposed. In rebutting the idea of cheaper maintenance costs, Schandelmeier said that the worst section of road is now the paved part near Paxon.

"We enjoy the status quo," Schandelmeier said. "Individuals should count as much as businesses. We need to protect the things that we feel are important in this valley."

Gerald Rafson, DOT senior transportation planner, said Canada has successfully used the high float pavement, which is fewer than two inches thick. Rafson didn't have any figures as far as maintenance costs, but said the high float surface would provide a better road with a higher level of service.

Alan LeMaster, owner of Gakona Junction Village and a representative of the Alaska Visitors Association, urged that paving begin as soon as possible. He pointed out that the state's costs are only 10 percent to 15 percent of the project with the federal government providing most of the funding.

LeMaster said that a paved Denali Hwy. would allow a more even distribution of traffic and reduce accidents. LeMaster also questioned whether the road was built for Alaskans or for travelers to get from Paxon to Cantwell.

Rich Holmstrom, owner of Tangle Lakes Lodge, also urged that the highway be paved. Holmstrom said that the road is an important route for tourists, who at times become angry because of the poorly-maintained gravel surface. He also said the state has already spent \$1 million and it would be wrong not to pave the road. Glennallen businessman Bruce Cain also favors paving the road.

Larry Dickerson of the Copper Valley Economic Development Council said his group has not officially formed an opinion, but asked how traffic patterns would change and who would maintain the needed facilities such as restrooms and dumpsters.

State wildlife biologist Bob Tobey stated that he was opposed to paving because the highway cut across critical moose and caribou habitat. Tobey said that research shows that pavement disrupts animal movement. He believes that increased traffic and speed by vehicles will increase both animal and human fatalities.

Others who spoke against paving the highway included retired area fishery biologist Fred Williams; Mark Wuitschick representing the five Native villages of the Copper River Native Association; Joe Hart, an Ahtna land manager, who said he would recommend to the Ahtna board of directors to oppose the paving project; and Ruth McHenry of Kenny Lake, who read several letters from other people opposed to paving. McHenry said "It doesn't have to do with money or maintenance, we want things to stay the same."

Tad Kehl of Ahtna Inc. was concerned that this was already a done deal. But Gerald Rafson of the DOT assured everyone that it was not finalized and that Dames and Moore, environmental consultants from Anchorage, were hired to review the 1982 environmental assessment to determine if it was still valid. The findings would then be opened to public comment.

After the meeting, John Harris stated that his first priority is to maintain our existing roads.

DENALI HIGHWAY MEETING 12/2/99
PLEASE SIGN IN

	A	B	C	D	E
1				FOR	AGAINST
2	SIGNATURE	PRINTED NAME	MAILING ADDRESS	PAVING	PAVING
3	<i>Robert B. Boucher</i>	C. EMENT & BOUCHIER	PO BOX 258 GL		
4	<i>Patricia R Boucher</i>	Patricia R Boucher	Box 258 Glennallen		
5	<i>Roy L Becker</i>	Roy L Becker	Box 369 C.C. AK 99573		X
6	<i>Robert Tobey</i>	ROBERT TOBEY	Box 47 Glennallen		X
7	<i>Rich Holmstrom</i>	Rich Holmstrom	BOX 6 PAXSON	X	
8	<i>Gerald Ration</i>	Gerald Ration	PO BOX	X	
9	<i>Randy Anderson</i>	RANDY ANDERSON	Box 6 Paxson	X	
10	<i>Mike Clapa</i>	Mike Clapa	PO Box 3018 Paxson		
11	<i>Charley A Eldridge</i>	Charley A Eldridge	712-7265 - Paxson	X	
12	<i>John Schauder</i>	JOHN SCHAUDER	HC 72 Box 7193 PAXSON		X
13	<i>Lin Perry-Rake</i>	LIN PERRY-RAKE	PO Box 66 Copper Center 99573		X
14	<i>Douglas Volman</i>	Douglas Volman	P.O. Box 366 Copper Lake		X
15	<i>Stewart Totty</i>	Stewart Totty	P.O. Box 138 Copper Center		X
16	<i>Paul Boos</i>	PAUL BOOS	Box 338A Copper Cr.		X
17	<i>Janelle Eklund</i>	Janelle Eklund	PO Box 338A, Copper Center		X
18	<i>Alfred Young</i>	ALFRED YOUNG	P.O. BOX 105 COPPER CENTER		X
19	<i>Edmond Roberts</i>	Edmond ROBERTS	PO Box 324 Copper Center		X
20	<i>John Kunik</i>	JOHN KUNIK	Box 83 Glennallen		X
21	<i>James Barnes</i>	JAMES BARNES	S.R. Box 115 GAKONA		X
22	<i>Cathie Jensen</i>	Cathie Jensen	Box 348 Copper Cr		X
23	<i>Marcia Bullerac</i>	Marcia Bullerac	Box 311 Glennallen AK		X
24	<i>John A Rego</i>	John A Rego	Box 618 Glennallen		X
25	<i>Tad Kehl</i>	TAD KEHL	Box 649 Glennallen		X
26	<i>Mark Whitschick</i>	MARK WHITSCHICK	BOX 224 COPPER CENTER 99573		X
27	<i>Michael D. Roscovius</i>	MICHAEL D. ROSCOVIUS	Box 43 GLENNALLEN		X
28	Michael Roscovius				
29	<i>Fred T. Williams</i>	Fred T. Williams	PO Box 88 Copper Center, AK 99573		X
30	<i>Jan Isaacs</i>	Jan Isaacs Dames	Route 5600 B Street Ave.		
31	<i>Felicia Riedel</i>	Felicia Riedel	HC 60 Box 335-R, CC 99573		X
32	<i>Linda Rutledge</i>	Linda Rutledge	P.O. Box 91 Copper Center, AK 99573		X
33	<i>Charles W. Rutledge</i>	Charles W. Rutledge	P.O. Box 91 Copper Center AK 99573		X
34	<i>Ruth McHenry</i>	RUTH McHENRY	HC 60 Box 306T Copper Cr		X
35	<i>Brule P. Atin</i>	BRULE P ATIN	Box 303 Glennallen		X
36	<i>Tamara Lozano</i>	TAMARA LOZANO	Box 469 Glennallen 99586	X	
37	<i>Larry Dickson</i>	Larry Dickson	PO Box 9 Glennallen 99588	?	
38	<i>Joseph Hart</i>	Joseph Hart	P.O. Box 649 Glennallen 99588		X
39	<i>Emilie Frisbie</i>	EMILIE FRISBIE	PO Box 635 Glennallen 99588		X
40	MISSED SIGNINGS	ALAN LEMASTER	Box 222, GAKONA 99586	X	
41					
42					
43					
44					
45					
46					
47					
48					

PETITION OPPOSING PAVING OF THE DENALI HIGHWAY

To: Governor Tony Knowles, DOT Commissioner Joseph Perkins, and the Alaska State Legislature

We, the undersigned, oppose paving or any asphalt surfacing of the Denali Highway, and we request that you deny funding for any such project.

SIGNED NAME	PRINTED NAME	RESIDENCE ADDRESS	MAILING ADDRESS
<i>Michael W. Winter</i>	Michael L Winter	Mile 32.2 Edgerton Hwy Chitina, AK 99566	PO Box 104 Chitina, AK 99566
<i>Kris Winter</i>	Kris Winter	Mile 32.2 Edgerton Hwy Chitina, AK 99566	PO Box 104 Chitina, AK 99566
<i>Jack W. Smith</i>	Jack W. Smith	Mile 27 McCarthy Rd	PO Box 37 Chitina, AK 99566
<i>Dorlene Eupkay</i>	DORLENE EUPKAY	MIle 22. EDGERTON Hwy LOWER TOUSINA AK	HC 60 BOX 315 COPPER CENTER, AK 99573
<i>Darnay Franco</i>	Darnay Franco	Box 65 CHITINA AK 99566	Mile 32 1/2 CHITINA
<i>TAMEIA L. GOODLAW</i>	TAMEIA L. GOODLAW	PO. Box 116 Chitina, AK 99566	mile 33 Edgerton Hwy. ---
<i>MICHAEL G. MOODY</i>	MICHAEL G. MOODY	Box 94 CHITINA, AK 99566	MILE 33 EDGERTON
<i>Thomas Hale</i>	THOMAS HALE	Box 95 CHITINA 99566	
<i>LENORE BLEAU</i>	LENORE BLEAU	Box 23 33 1/2 EDGERTON	CHITINA AK 99566
<i>Pandra Kasteke</i>	Pandra Kasteke	Box 43	CHITINA AK 99566

PETITION OPPOSING PAVING OF THE DENALI HIGHWAY

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We, the undersigned, oppose paving or any asphalt surfacing of the Denali Highway, and we request that you deny funding for any such project.

SIGNED NAME	PRINTED NAME	RESIDENCE ADDRESS	MAILING ADDRESS
<i>Charles W. Rutledge</i>	Charles W. Rutledge	Mile 3 Edgerton Hwy.	P.O. Box 91 Copper Center AK 99573
<i>Linda A. Rutledge</i>	Linda A. Rutledge	Mile 3 Edgerton Hwy.	P.O. Box 91 Copper Center, AK 99573
<i>Shawn Friendshuh</i>	Shawn Friendshuh	Mile 88.5 Richardson	HC 60 Box 117 Copper Center, 99573
<i>Brad Kimberlin</i>	BRAD Kimberlin	4.7 mile Edgerton	HC-60 Box 221 Copper Center AK 99573
<i>Carla Schierholt</i>	Carla Schierholt	.5 mile Edgerton	HC 60 Box 211 & Copper Center, AK 99573
<i>Margo Hanson</i>	Margo Hanson	93.5 Richardson Hwy	HC 60 Box 570 Copper Ct., 99573
<i>Beverly L. Oatman</i>	Beverly L. Oatman	Mile 2 Edgerton Hwy	HC 60 Box 215 Copper Center AK 99573

COPPER COUNTRY

09078223644

02/28/02 16:47

PETITION OPPOSING PAVING OF THE DENALI HIGHWAY

To: Governor Tony Knowles, DOT Commissioner Joseph Perkins, and the Alaska State Legislature

We, the undersigned, oppose paving or any asphalt surfacing of the Denali Highway, and we request that you deny funding for any such project.

SIGNED NAME	PRINTED NAME	RESIDENCE ADDRESS	MAILING ADDRESS
<i>Charles P. Ost</i>	Charles P. Ostman	HC 60 Box 215 Copper Center AK	← mile 2. Edgerton Hwy
<i>James P. Jordan</i>	James P. Jordan	HC 60 Box 246-V Kenny Lake, AK 99573	HC 60 Box 246-V Copper Center, AK 99573
<i>Paul Jasper</i>	Paul JASPER	HC-60 284 M Copper Center AK 99573	← Mi 12 Edgerton Hwy
<i>Ruth McHenry</i>	RUTH McHENRY	HC 60 BOX 306T Copper Ctr, AK 99573	↔ Mi. 17 Edgerton Hwy Kenny Lake
<i>Edward T. McHenry</i>	EDWARD T. McHENRY	HC 60 BOX 306 T COPPER CENTER, AK 99573	MI. 17 EDGERTON HWY. KENNY LAKE

COPPER COUNTRY





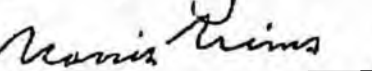
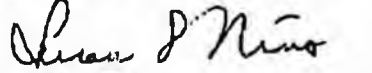
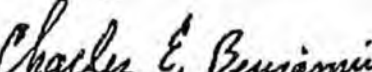
9078223644

02/28/02 16:48

PETITION OPPOSING PAVING OF THE DENALI HIGHWAY

To: Governor Tony Knowles, DOT Commissioner Joseph Perkins, and the Alaska State Legislature

We, the undersigned, oppose paving or any asphalt surfacing of the Denali Highway, and we request that you deny funding for any such project.

SIGNED NAME	PRINTED NAME	RESIDENCE ADDRESS	MAILING ADDRESS
	Thomas W. Morgan ^{III}	Mile 15.3 Edgerton Hwy	HC 60 Box 299 M Copper Center, AK 99573
	Barbara Fithian	Mile 15 Edgerton Hwy.	HC 60 Box 299C Copper Center AK 99573
	BILL EICHELLS SR.	MJ. D. S. EDGERTON HWY.	HC-60 BOX 244 COPPER CENTER, AK. 99573
	ERIN REDINGTON	mile 7.5 Edgerton Hwy 60 229C Copper Center AK	→
	NORRIS NIMS	mile 62 RICHARDSON HC 60 BOX 170 .2 MILE EDGERTON HWY	HC 60 BOX 170 COPPER CENTER, AK 99573
	Susan Nims	MILE 62 RICHARDSON AND .2 MILE EDGERTON HWY.	HC 60 Box 170 Copper Center, AK 99573
	Charles E. Benjamin	mile 6.1 Edgerton Hwy.	HC-60 Box 228 Copper Center, AK. 99573

COPPER COUNTRY

89078223644

02/28/02 16:48

PETITION OPPOSING PAVING OF THE DENALI HIGHWAY

To: Governor Tony Knowles, DOT Commissioner Joseph Perkins, and the Alaska State Legislature

We, the undersigned, oppose paving or any asphalt surfacing of the Denali Highway, and we request that you deny funding for any such project.

SIGNED NAME	PRINTED NAME	RESIDENCE ADDRESS	MAILING ADDRESS
<i>Nancy Raulier</i>	Nancy Raulier	Mile 3 Edgerton Hwy HC 60 Box 218	HC 60 Box 218 Copper Center, AK 99573
<i>Kenneth Raulier</i>	Kenneth Raulier	Mile 3 Edgerton Hwy	HC 60 Box 218 Copper Center AK
<i>Keith Swisher</i>	KEITH SWISHER	MILE 4.8 Old Edgerton Hwy	HC 60 Box 341 COPPER CENTER AK
<i>Rhonda Swisher</i>	Rhonda Swisher	Mile 4.8 old Edgerton Hwy	HC 60 Box 341 C. C. AK
<i>Richard F. Lampe</i>	Richard F. Lampe	Mile 175.9 Glenn Hwy	Box 684 Glennallen, AK

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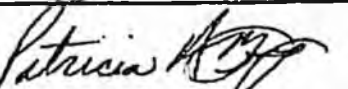
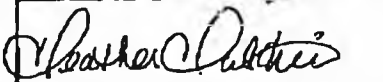
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02/28/02 16:49

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We, the undersigned, oppose paving or any asphalt surfacing of the Denali Highway, and we request that you deny funding for any such project.

SIGNED NAME	PRINTED NAME	RESIDENCE ADDRESS	MAILING ADDRESS
	JEFFREY BAKER	8520 MENTRA CIR ANCHORAGE AK 99518	SAME
	PATRICIA A. BERG	8520 MENTRA CIR ANCHORAGE AK 99518	SAME
	HEATHER HUTCHINS	1901 Kaye Marie Dr. Palmer, AK 99645	P.O. Box 220391 Anchorage, AK 99582

COPPER COUNTRY

9078223644

02/28/02 16:50

PETITION OPPOSING PAVING OF THE DENALI HIGHWAY

To: Governor Tony Knowles, DOT Commissioner Joseph Perkins, and the Alaska State Legislature

We, the undersigned, oppose paving or any asphalt surfacing of the Denali Highway, and we request that you deny funding for any such project.

SIGNED NAME	PRINTED NAME	RESIDENCE ADDRESS	MAILING ADDRESS
<i>Byron C. Slough</i>	BYRON C. SLOUGH		P.O. BOX 3998 PALMER, AK 99645
<i>Heather J. Somerville</i>	Heather J. Somerville		HC02 7326-A Palmer, AK 99645

COPPER COUNTRY

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02/28/02 16:50

ALASKA

TONY KNOWLES, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION, DESIGN AND ENGINEERING SERVICES DIVISION

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5399
TELEPHONE: (907) 451-2243
TDD: (907) 451-2363
FAX: (907) 451-5103

March 31, 1998

Re: Denali Highway Questionnaire, 1997

Ms. Ruth McHenry
HC 60 Box 306T
Copper Center, Alaska 99573

Dear Ms. McHenry:

I am enclosing draft excerpts from the Denali Highway Reevaluation. John Schandelmeier requested the questionnaire results and his request was granted. Therefore, I am sending a similar packet to you. As soon as the document is ready for public review, I will let you know.

If I can provide further information or assistance, please do not hesitate to contact me.

Sincerely,



Terry Richards
Environmental Analyst

TR/dw

Enclosures: as stated

The Questionnaire Results List includes only the written and Internet responses to the Denali Highway Questionnaire that were available during September and October 1997. The responses listed here are included in the Denali questionnaire Respondents List.

The Denali Questionnaire Respondents List includes the majority of comments received during the months of September, October and November 1997. It includes questionnaire responses, letters, phone calls, e-mail and Internet responses.

Denali Highway

1-16-98

Not all respondents answered all questions; some responded with more than one choice (#15, 17, 18, etc.) These numbers do not include letters, phone calls, petitions, e-mail, etc.

#2 Number of people in my party	
Number of people in my party	1529
Number of questionnaires complete ¹	411
Internet response	102

#3 I am from	
International	1
National	48 + (bus - 35 people) 14%
Alaska	496 86%

#4 I drive the Denali Highway	
First time	61 14%
1-5 times/year	306 68%
5+ times/year	84 19%

#5 I entered the Denali Highway at	
Cantwell	207 36%
Paxson	363 64%

#6 I was coming from the	
North	204 41%
South	290 59%

#7 I am traveling by	
Car	175 30%
Pickup	281 49%
Camper/motorhome	84 15%
Commercial	3
Bicycle	13 2%
Other	21 3%

Questionnaire Results

#8 I am camping out along the Denali Highway	
No	154 32%
Yes	333 68%
Where	Tangle Lakes, Amphitheater Mtn., MacLaren; Swede, Gravel Pits, Brushkana, Windy Creek 14 Mile Lake, Moores Camp, Butte Creek, Susitna River, Jack River, 20-mile cabin, own property, Mile 20, 58, 12, 13, 68,81, Clearwater

#9 I plan to spend ___ days on the Denali	
1 day	84 18%
1-3 days	223 48%
4+days	158 34%

#10 I will (did) drive the entire Denali Highway:	
yes	415 83%
no	87 17%

#11 I drove the Highway at a comfortable speed of about:	
35-40 mph	374 ***** @ 15-30mph 52 85%
45-55 mph	70 14%
60+ mph	3

#12 My purpose for traveling this route is:	
Business or employment	48 8%
Hunting or fishing	266 42%
Just driving for pleasure	320 50%
Route to Denali Park	2 (This response was not listed on the questionnaire)

#13 I plan to pursue the following activities:		
Fishing - 250	Rockhunting -167	Birding - 137
Hunting - 241	Photography - 254	Hiking - 228
Canoeing-115	Cycling - 42	Other - 95

#14 I have seen the following wildlife:

Moose - 336	Caribou - 324	Bear - 187
Ptarmigan - 327	Eagle - 286	Fox - 223
Lynx - 58	Wolf - 98	None - 16
Other - Peregrine Falcon, beaver Porcupine, Loon, Lion, muskrat, coyote, swans	Gyrfalcons, Merlins, Arctic Tern, wolverine, squirrels, marmot, mew gull	River otter, sheep, swan snowy owl, hawk weasels, long-tailed jaegers

#15 I traveled away from the highway about:

1 mile	116 58% of respondents traveled off the hwy
5 miles	110
more	158

I traveled by:

Boat - 79 13%	Canoe - 19 3%	Airplane - 23 4%
ATV - 130 21%	Bicycle - 33 5%	kayak, car, dogs, raft, sno-go, skis
On foot - 303 49%	Horse - 14 2%	cycle, copter 4%

#16 The Tangle Lakes Arch. Dist. is here . . .

I knew that	326 72%
I didn't know, need interpretive signs	93 21%
I didn't know and have no interest	33 7%
It's listed in the Milepost-no signs. Never seen them.	

#17 I would like to see more of the following along the Highway. [yes] [no]

Service stations	38	438 92%
Restaurants	27	428 94%
Lodges	34	426 93%
Campgrounds	148	314 68%
Waysides/Turnouts	224	231 51%
Interpretive signs	172	312 64%
Hiking trails	161	256 61%
Less vehicles. Limit the number.	No formality!	Leave it alone.

#18 I would like DOT to consider the following list of possible developments along the Denali Highway

	[Yes]	[No]	
Straighten the road	43	440	91%
Widen the road	114	416	78%
Pave the road	72	419	85%
Improve campgrounds	157	291	65%
Improve hiking trails	166	316	66%
Improve air strips	72	368	84%
Improve stream access	101	364	78%
Install trash bins/toilets	313 70%	137	
Educate public! Maintain the existing road. Construct 4' shoulders. TOILETS. Maintain road. Call it 'durable surface'. No, they don't take care of the toilets they have!	More trails @ Clearwater. No engineering marvels! Don't change things. More ATV trails.	Close the road. Maintain 'as is'. Pave it. Don't pave it. Boat launch at Susitna. Please, toilets. Bring it up to date.	

#19 I would say that my trip along the Denali Highway was:

Spectacular	295	Pleasant	137
Interesting	142	Boring	
Disappointing	9	Drive it often	137
Maintain what's there. Just gravel. Don't encourage buses. Keep Denali for real Alaskans. DOT would pave the state.	Bumpy Dusty	Too many people. This is our history. Lower speed limit. We love it the way it is. Two flat tires!	Too much trash

#20 I would like to drive the Denali Highway again:

Yes	457
No	3
I live here	218

COMMENTS: Don't pave it! Leave it alone. Improve other roads. Don't rape this area. Need brochure about taking care of bodily waste in the wild. Best road in the state. "Cost-effectiveness is a poor choice for this road." Leave it gravel. Please don't pave. This is Alaska! Don't restrict overnight camping. No charge or restrictions on use of ATVs. Pave it! Please don't. Wilderness has character. Won't drive it til it's fixed.

ANCHORAGE TIMES IN ANCHORAGE & DENALI NEWS SYSTEM

Paving Denali Highway not a great idea

By PAUL JENKINS

You can add the Denali Highway to a growing list of reasons why we must take a hard look at whether we really want an economy ever more dependent on the wants and needs of motor home drivers and busloads of tourists.

To make it easier for the lumbering behemoths of the road, the state Department of Transportation and Public Facilities is planning this summer to begin spending \$25 million to pave the 110 gloriously bumpy, dusty, muddy miles from Cantwell to Tangle Lakes.

But that's the insidious nature of tourism as an industry. It takes something wild and demands it be regulated and made comfortable, with nicely paved roads, pull-outs and wayside information centers. And hotels are nice, too. It tries to level the rough spots and make it easier for the masses roaming the countryside in matching windbreakers and baseball hats to see it all in day — as a blur through a window.

Don't get me wrong. Yes, everybody — tourist, resident, young and old — has a right to see Alaska. But everybody can manage to get across the Denali Highway as it is now, during the few months



Jenkins

of the year that it's open. It just takes time and patience, and that always has made the road special.

When I was a kid, the Denali was the end of the earth. It truly was wild, with a frontier flavor. Bridges washed out. The road itself regularly washed out. Only the foolhardy with spare tires, good bumper jacks, baling wire and tape ventured there. You could pitch a tent in the center of the road and likely not get hit by any of the few cars that traveled its length. It was an adventure. But, most important, you could be alone, or as alone as you can get on any highway.

Over the years, the road has changed. It has more traffic, more rubbish, more evidence of uncaring people. And it's harder to be alone. But its basic character is unchanged. If you squint at it just right in the early morning light, it's still wild. And it's still a challenge. It's unlikely many people who are fond of their cars just jaunt down the road on a regular basis for a Sunday drive.

All that would change forever with pavement. The Denali would no longer be as special. It would be just any other nice road with nice views. There would be more traffic. More motor homes. And, God help us, more tour buses.

The question is: Should we be changing our ways to suit tourists? If we are going to change, shouldn't we be trying to change in ways that will benefit us along with tour companies and those who plan

only to spend a few days or weeks here?

That raises many questions. In a state with fewer roads than many large cities boast in the Lower 48, shouldn't we be using that \$25 million to punch new gravel roads out across the state to give us all — tourists and residents alike — a little elbow room?

Shouldn't we be trying to improve and develop and spread out our sport fisheries? Shouldn't we be trying to improve our sometimes woefully inadequate roadside camping facilities? Shouldn't we be trying to fix our paved roads that already are in terrible shape? You betcha. Should we be wasting \$25 million paving a gravel road like the Denali? The answer is no.

The irony is that the easier we make it for tourists, the easier it will be for them to get a minute's worth of Alaska and return home vowing this state should never be allowed to change. The very people being enticed here are the same ones who throw their money to the forces determined to halt Alaska's growth in its tracks.

How the state actually will benefit from paving that 110 miles on the Denali is unclear. From here, it looks like a waste of money that better could be used in building new roads. And we could even let tourists drive on them.

Slowly, of course.

Paul Jenkins is an editor of The Anchorage Times.

Keep Denali Highway stay as is

Last weekend we spent two days at one of the lodges on the Denali Highway. I had not been in the area for nearly 10 years and was pleased to find that the country and the roadside were much as I remembered them: open and inviting in all respects, with no more than a few vehicles on the road, a few scattered fishermen on the lakes.

After two days of hiking and looking, I came away strongly impressed that the Denali Highway should be left unpaved, driveable for those who are willing to take their time, to camp, walk, fish or hunt, and in reasonable numbers. The possibility of a paved, high-speed highway jammed with holiday tour buses and oversized motorhomes should be permanently rejected, no matter what our sometimes blinkered promoters may otherwise think.

Let us leave the Denali as it is, reasonably maintained, closed in the winter — a special place for those who can value and respect it.

— *John Haines*
Anchorage

Anchorage Daily News, 6/29/97

(John Haines was Alaska's poet laureate from 1969 to 1973.)

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Letters

"Spitting Diesel Smoke"

Dear Country Journal,

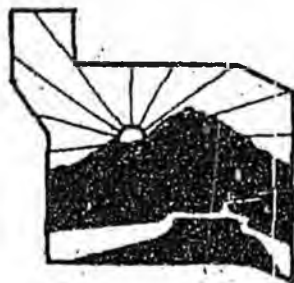
The Capital budget for FY 98 includes money for putting an emulsion float on the Denali Highway from Mile 21-42. Emulsion float is pavement - really.

I live at Paxson and at McLaren on the Denali. I've been around here for 27 years, and hunted here with my dad before that. So isn't there going to be anywhere Alaskans can go hunting, fishing, sightseeing without getting run over by a 60 mph bus or motorhome?

I'm not opposed to tourism; I am against making everyone and everything conform to a single image. Let's leave 120 miles of easily accessible road in this state where the person - be it visitor or resident - can get at least the illusion of back country without hi-speed traffic. A place where you can bicycle and walk on the side of the road.

It seems to me that the State of Alaska is gearing its image to the big hotel, cruise ship, and the 50 passenger bus. These outfits do have money and influence, but they aren't the only ones here... If you would like to see the Denali left alone, you are going to have to stand up and make noise, or the next time you stand on the McLaren summit and take a deep breath, you're liable to be spitting diesel smoke.

**John Schandelmeier
Paxson**



Copper River Native Association

(ATNA 'T'AENE NENE')

Mile 104 Richardson Highway
Drawer H • Copper Center, Alaska 99573 • Phone (907)822-5241

AD-97-656

May 28, 1997

Office Of The Governor
Tony Knowles, Governor
Third Floor, State Capitol
P.O. Box 110001,
Juneau, Alaska 99811-0001

Dear Governor Knowles:

The Copper River Native Association's Board of Directors and management is in complete opposition to the proposed paving of the Denali Highway between Mile 21 & 42.

Although we recognize the State of Alaska's good intention and commitment in making our road system a better and safer place to drive, we are deeply concerned that the paving would increase the number of tour busses on the Denali Highway. This would be in direct conflict with prime hunting grounds of the Ahtna people. Even before the road was built the Ahtna people utilized the trail between Cantwell and the Copper River.

Some of the best Moose and Caribou hunting are done along this proposed stretch of highway. During late summer and early fall local Copper River Area residents do the majority of their berry picking in this area. For the past 30 years this area (Unit 13) has less and less places to hunt. There has been a large increase of hunters and sport fisherman coming from the urban areas. Any added visitors would be a burden to us.

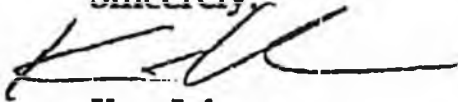
We have already experienced harassment by lower 48 tourists when we are shooting and cutting up our subsistence food. We are certain that the tour company's will not look favorably on subsistence

hunters killing animals along the highway with a bus load of tourist watching.

We are afraid that this may eventually lead to the closure of hunting altogether, along the Denali Highway. The majority of the Ahtna people hunt along the road system in (Unit 13) and more closures would result in less meat on the table for subsistence hunters.

In closing, we also believe that there are other roads in our district such as the Richardson and Glenn Highways that need to be repaired or improved. Please do not pave the Denali Highway.

Sincerely,



Ken Johns
President/CEO
COPPER RIVER NATIVE ASSOCIATION

Times

ANCHORAGE TIMES IN
ANCHORAGE DAILY NEWS

Letters to The Times



Alaskans deserve better. The mining industry deserves an apology.

Wayne Bolt
Anchorage

Pave it, lose it

Do we really need to pave the Denali Highway between Paxson and Cantwell?

The Denali Park road used to be open to all. Now it is closed except for three days a year. The same fate will soon overtake the Denali Highway and Alaskans will be the poorer for it.

The state Department of Transportation plans to pave the highway. At present it is a well-maintained gravel road. Soon it will be blacktop, courtesy of DOT. Now a smoother ride is always nice, but it comes with a price, and Alaskans will pay it.

Never mind that the present DOT road crews do a great job in maintaining the road so that most people, traveling a reasonable speed, find the road acceptable, even comfortable. Perhaps by paving it we can lay off a few of the DOT folks. That should help the Paxson and Cantwell economies.

Never mind that the road doesn't have much traffic. Pave it and it will soon be awash with tourist buses. Of course, the tourists may object to the hunters, returning triumphant with their caribou. We will see the hunting seasons pushed later and later into the fall, well past tourist season.

The tourists may also object to the mom and pop roadhouses. The cuisine in the roadhouses may not be elegant enough, even if the service is friendly.

Look for a new major hotel or two (with "high paying" jobs for college kids from Outside), putting the existing roadhouses out of business.

Never mind that the road has few rules: you can camp where you want and pretty much do what you want.

Look to government to worry about the traffic and limit private vehicles in favor of buses. Look for reservations before you can camp in the few prescribed sites. The three existing ones are quite nice.

Never mind the bear and the caribou. They won't be there much longer as the buses thunder through the Clearwaters and across the Susitna. The bears and caribou can always go somewhere else.

Never mind the Alaskans. The Alaskans also can always go somewhere else.

David Duffy
Anchorage

Paving Denali is wrong road

As the owners of a small tour company, we feel compelled to write about the Denali Highway and its potential "improvement" by paving. Most of what has been in print lately has implied that all tour operators want to see the road paved. We are a tour operator and we definitely do not want the Denali Highway paved.

Each summer we take approximately 150 people across this road. We travel by van with five to 10 persons in a group, as part of multiday itineraries throughout the

state. The Denali Highway and its character in its unpaved condition is one of the highlights. Yes, we change a few flat tires, but we have the privilege of hiking the trails and photographing the wildlife. We stop at the Gracious House for home-baked goodies, coffee and conversation. We stay overnight at the Tangle River Inn. Unlike large-scale tour companies, we strive to patronize the locals wherever we go, as much as we can. We try to show our guests an Alaska fast disappearing, one that



SPEAKING TO ALASKA

has not everywhere been adversely altered to accommodate large numbers. Tourism is a critical part of our state's economic base, but if its ultimate effects are to homogenize the attractions and experience so everywhere is equal in amenities, then it is both the visitor industry and the residents who lose when we become indistinguishable from anywhere else.

The Denali Highway is not in

need of motorcoach behemoths carrying scores of disoriented tourists whose primary interests are the location of the next flush toilet or gift shop. As soon as that becomes a reality, it'd be only a matter of time before a large lodge was built smack in the middle of the MacLaren River Valley.

Call us elitist or selfish, but, yes, we want the Denali Highway to stay unpaved. First, as Alaskans who treasure what is still unique to our state, and second so that some of that uniqueness might remain for visitors to experience. It is not a right of large-scale tourism to have every road in Alaska paved so as to accommodate their comfort-

bound masses. It is increasingly difficult as a resident and as a tour operator to "go where the large-tour operators do not."

If such projected road development continues to take place despite overwhelming opposition from the public to satisfy the enormous corporations whose profits go elsewhere, then something's definitely wrong. Under the guise of maintenance savings, it would be the sale of another piece of what makes Alaska special — at an incalculable cost.

— Todd and Barbra Bureau
Adventure Alaska Tours Inc.
Hope

Leave Denali Highway alone

Are you planning a summer vacation with the family or guests from afar? If you have experienced the gravel-surfaced Denali Highway, you should consider this adventure soon. The state plans to pave the highway. Your opportunity to experience this unique cultural heritage will be lost with paving. We do not need another paved highway clogged with tour buses and commercial vehicles.

The state has asserted that paving is needed for many reasons: safety, driver enhancement and lower maintenance costs. The state assertions are not valid. The Denali Highway is safe for automobile drivers and occupants.

Sometimes speeds may need to be reduced for a pothole or a little dust. Driving slower will provide opportunities to view animals near the roadway. The idea that paving will lower maintenance costs has not been substantiated. No records of past costs or future projections have been put forth. If the road is paved, traffic could increase substantially and costs could skyrocket.

Our state does not have the resources to provide the services that would be mandated by a paved Denali Highway. Providing trash pickup, restrooms, emergency services and public safety is too costly for the state.

Alaskans, could you please take a few minutes today and make your views known on this issue? Please e-mail, fax, write or call the Alaska Department of Transportation, attn. John Mazzitello, 2301 Peger Road, Fairbanks 99709. Phone 907-451-2238, fax 907-451-5103, e-mail john_mazzitello@dot.state.ak.us.

— Alvin Carlson
Anchorage

ANCH DAILY NEWS 1/5/00

OLD GLENN HIGHWAY

SCHEDULED FUNDING (2001-2003 APPROVED STIP)

Old Glenn Highway

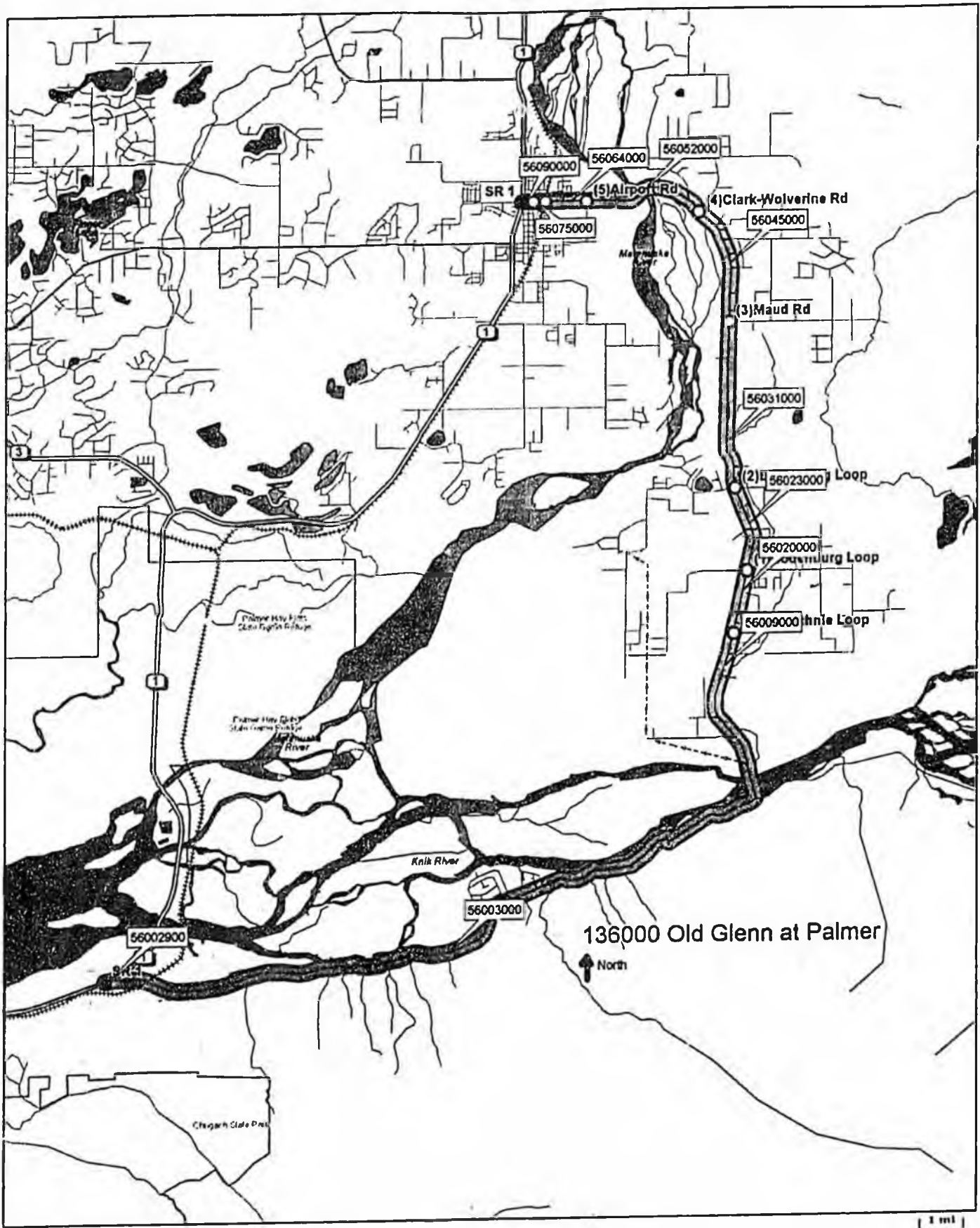
STATE HIGHWAY SYSTEM

<u>Milepost</u>	<u>FY 01</u>	<u>FY 02</u>	<u>FY 03</u>	<u>FY 04</u>	<u>FY 05</u>	<u>FY 06</u>	<u>BEYOND</u>	<u>Ccmmnts</u>
Palmer - Knik R	0	0	0	0	0	0	0	Est Cost is 19,500,000
Knik R - New Glenn		0	0	0	0	0	0	
TOTALS	0	0	0	0	0	0	0	19,500,000 PLUS

NO FUNDING

Traffic Count

7,410 daily avg



Route	MiPt	Description	Length(mi)	FC	98AADT	99AADT	00AADT	VMT
135750 OLD GLENN AT EKLUTNA								
	0.000	Jct with Glenn NB - Thunderbird Falls Off	1.000	17	526	550	560	560
135751 GLENN NB - THUNDERBIRD FALLS OFF RAMP								
	0.000	Jct with Glennallen Highway	0.160	11	411	430	440	70
135752 THUNDERBIRD FALLS - GLENN NB ON RAMP								
	0.000	Jct with Old Glenn at Eklutna	0.120	11	81	85	90	11
136000 OLD GLENN AT PALMER								
	0.000	Jct with Glenn SB - Old Glenn at Palmer	0.351	7	840	890	910	319
	0.351	Jct with Glenn NB - Old Glenn at Palmer	8.226	7	1480	1939	1589	13071
	8.577	Jct with Knik River Road	2.193	7	2190	2330	2390	5241
	10.770	Jct with McKechnic Road	0.775	7	2330	2452	2510	1945
	11.545	Jct with Bodenbug Loop (S end)	1.052	7	2740	2910	2980	3135
	12.597	Jct with Bodenbug Loop (N loop)	2.040	7	2910	3486	3570	7283
	14.637	Jct with Maud Road	1.474	7	4670	4960	5080	7488
	16.111	Jct with Clark/Wolverine Road	1.520	7	6807	7230	7410	11263
	17.631	Jct with Airport Road	0.492	7	6970	7400	7580	3729
	18.123	Jct with South Valley Way	0.149	7	9688	10280	10530	1569
	18.272	Jct with South Alaska Street	0.126	7	9230	8826	9040	1139
136005 GLENN NB - OLD GLEN AT PALMER OFF RAMP								
	0.000	Jct with Glennallen Highway	0.421	7	840	741	760	320
136008 GLENN SB - OLD GLENN AT PALMER EB RAMP								
	0.000	Jct with Glennallen Highway	0.174	7	110	108	110	19
136010 OLD GLENN AT PALMER WB - GLENN SB RAMP								
	0.000	Jct with Old Glenn at Palmer	0.342	7	740	689	710	243
136015 OLD GLENN AT PALMER - GLENN NB ON RAMP								
	0.000	Jct with Old Glenn at Palmer	0.297	7	115	116	120	36
136035 KNIK RIVER ROAD, PALMER								
	0.000	Jct with Old Glenn at Palmer	9.558	9	295	295	300	2867
	9.558	Hunter Creek Bridge	1.596	9	78	80	80	128

HCO2 Box 7342
Palmer AK 99645
December 15, 2001

JAN 09 2002

To: The Alaska State Legislature

TOPIC: Old Glenn Highway Upgrade Petitions

Petitions with 731 signatures to expedite Old Glenn Highway Upgrade from Matanuska River Bridge to the New Glenn to the new Glenn Overpass are attached.

In 1955 when I arrived in Alaska this highway was the only road between Palmer and Anchorage. It was paved at the time. Since then there have been only minor improvements or repairs, except for the section rebuilt in 1971 after it was washed out by a freak flood, caused by the washout of a slide dam that had formed a lake above the Sutton area. The excess water was dumped into the Matanuska River, already swollen with runoff caused by heavy rainfall and glacier melt.

Currently, it is heavily traveled by commuters working in Anchorage, Palmer, or Wasilla, school buses, shoppers, recreational users of the Knik River Valley from Anchorage and the borough.

There are no shoulders to allow drivers maneuvering room to avoid moose or other vehicles. The guard rail along the salmon pond gives the driver heading for Palmer no place to go if someone comes into his lane from the other direction. The pavement is not holding up. Patch jobs disappear almost as soon as they are done.

As the only alternate route north out of Anchorage in case of natural disaster or bridge failure on the new Glenn it is an important part of the road system and should be built to better standards.

The petitioners urgently request your prompt attention to this problem. We have been patient for years. The Mat-Su Borough keeps moving this project down on their CIP list. Now is the time to take care of this project.

Thank you.

Sincerely,

Lucille T. Frey

Lucille T Frey
District 27

What does HB 502 Accomplish ?

The intent of HB 502 is to provide new policy direction to the Department of Transportation. Specifically:

- Establishes the percentages of total funding (excepting the Marine Highway System) into five (5) funding categories.
- Places less emphasis on the TRAAK program, but allows funding to be used for remote trails, thereby increasing recreational opportunities thereby lessening the pressure on existing recreational areas.
- DOT has not constructed any new roads that provide for economic development, despite having the authority to do so. Existing roads are always prioritized over new roads (regardless if they are in urban or rural areas).

HB 502 provides a funding category and directs DOT to plan new dirt roads that would provide access to stimulate the economy. **The Legislature will finally have direct input into funding for economic development roads!**

- Provides a funding source for small but significant transportation links to remote small communities, such as an access road for a barge landing. This will greatly reduce the costs of living in remote areas and will result in lessening State subsidies to those communities.
- Establishes an annual fund source for Coordinated Transportation Systems from the National Highway System funds (specific earmarked Congressional funds are in danger of disappearing). HB 502 would provide approximately \$2 million annually.

Millie Ryan, Executive Director of the Governor's Council, gave testimony heard by the committee on March 19. She provided information on the savings realized by the state from the existence of the Coordinated Transportation System: a) saves the state \$15 million in nursing home costs, b) provides transportation for Welfare-to-Work (\$11,076/family of three) and Adult Public Assistance (\$4,344 each) participants, thereby saving the state funds when people move off public assistance rolls.

(Recommended by and supported by the Governor's Council on Disabilities and Special Education, and the Alaska Mobility Coalition)

HB 502 Version T

Changes from last version:

1. Deleted all material from HB 473 that had been combined into HB 502
2. Revised funding: (section 3)

Community Transportation Program is back up to 33% from 32%
Rustic Roads is down to 4% from 5%

3. Implements "Economic Development Roads" (Section 4)

This section is similar to "HB 8, Road Task Force." Instead of creating a task force, this section requires DOT to produce a report on roads that are important to the economic development of the state (those appearing in HB 8) without designating them as rustic roads now. The report is to identify project costs, problems, and a possible time and funding schedule. The report will also recommend which of the funding categories under which each project should be included.

1 related facilities [IN DESIGNATING, LOCATING, CREATING, AND
2 DETERMINING THE SEVERAL ROUTES OF THE STATE HIGHWAY SYSTEM,
3 THE DEPARTMENT SHALL STRIVE TO ATTAIN THE PURPOSES AND
4 OBJECTIVES SET OUT IN AS 19.05.125].

5 * Sec. 2. AS 19.10 is amended by adding a new section to read:

6 **Sec. 19.10.075. Designation of rustic roads, highways, and trails; funding.**

7 (a) A rustic road or highway is an unpaved road or highway that has been designated
8 as a rustic road or highway by the legislature. A rustic trail is an unpaved trail or
9 pathway used for access to a place for economic, historical, or recreational purposes
10 that has been designated as a rustic trail by the legislature. The department shall plan,
11 design, construct, and maintain a rustic road, highway, or trail according to
12 appropriate planning, design, construction, maintenance, and safety standards for
13 unpaved roads, highways, and trails. The department may not pave a rustic road,
14 highway, or trail.

15 (b) The department may nominate an unpaved road, highway, or trail or a
16 portion of an unpaved road, highway, or trail for designation as a rustic road, highway,
17 or trail by the legislature. The department may solicit recommendations and
18 comments from the public regarding unpaved roads, highways, or trails to be
19 nominated for designation as rustic roads, highways, and trails. The department may
20 also nominate, and solicit recommendations to nominate, designated rustic roads,
21 highways, and trails to be removed from the list of rustic roads, highways, and trails
22 designated by the legislature.

23 (c) The following roads, highways, and trails are designated as rustic roads,
24 highways, and trails:

25 (1) the portions of the Denali Highway that are not paved on the
26 effective date of this Act;

27 (2) the portion of the Hatcher Pass Road from milepost 18 to milepost
28 25;

29 (3) the portion of the Copper River Highway from milepost 18 to
30 milepost 49, including the Million Dollar Bridge (bridge number 0206).

31 (d) The department shall establish a program to develop rustic trails. The

1 department shall emphasize the development of rustic trails with the participation of
2 local nonprofit historical, recreational, and other trail development organizations.

3 (e) The department shall incorporate projects for the planning, design,
4 construction, and maintenance of rustic roads, highways, and trails into the statewide
5 transportation improvement program under AS 19.10.155. The department shall
6 evaluate rustic road and highway projects based on whether the project will promote
7 economic development, the amount of the contribution for the project made from
8 public and private sources, other than the state or federal governments, and the status
9 of environmental approval for the project. The department shall evaluate rustic trail
10 projects based on the amount of support for and contribution to the project by private
11 nonprofit historical, recreational, or other trail development organizations.

12 * Sec. 3. AS 19.10 is amended by adding a new section to read:

13 Sec. 19.10.155. Statewide transportation improvement program. (a) The
14 department shall develop and adopt a statewide transportation improvement program
15 to schedule the expenditure of funds for designated surface transportation projects for
16 the three fiscal years following the adoption of the program by the department.

17 (b) The statewide transportation improvement program must include projects
18 within the following categories:

- 19 (1) national highway system;
- 20 (2) Alaska highway system;
- 21 (3) community transportation system;
- 22 (4) trails and recreational access for Alaska system;
- 23 (5) rustic road system.

24 (c) In developing the statewide transportation improvement program, the
25 department shall estimate the annual amount of the nonrestricted apportionments of
26 federal funds, excluding necessary costs, for the purpose of allocating the remaining
27 funds among statewide transportation improvement program categories as follows:

- 28 (1) 48 percent to the national highway system; one percent of the
29 amount allocated to the national highway system shall be further allocated for
30 coordinated public transportation;
- 31 (2) at least seven percent to the Alaska highway system;

- 1 (3) at least 33 percent to the community transportation system;
2 (4) at least five percent to the trails and recreational access for Alaska
3 system; and
4 (5) at least four percent to the rustic road system.

5 (d) Notwithstanding (c) of this section, the department may transfer funds
6 allocated to the national highway system to the Alaska highway system, if the
7 commissioner determines that the transfer is in the best interest of the state.

8 (e) Notwithstanding (c) and (d) of this section, the department may amend an
9 adopted statewide transportation improvement program as necessary to accommodate

- 10 (1) a change in the amount of funds available for a project;
11 (2) emergency requirements;
12 (3) unanticipated delays in completion of a project or a phase of a
13 project;
14 (4) a change in the scope, cost, or development of a project; or
15 (5) the best interest of the state.

16 (f) The commissioner shall document in writing a decision made under (d) or
17 (e) of this section on the basis of the best interest of the state. The documentation of
18 the decision must address matters significant to the state that affected the decision of
19 the commissioner.

20 (g) In this section,

21 (1) "Alaska highway system" means existing or planned highway
22 facilities that are of statewide significance that are not included in the national
23 highway system; "Alaska highway system" includes marine vessels and facilities of
24 the Alaska marine highway system that are not included in the national highway
25 system, vessels and facilities owned and operated by political subdivisions of the state
26 that provide surface transportation services between communities in the state, and
27 roads identified by the department by regulation;

28 (2) "community transportation system" means existing or planned
29 surface transportation facilities of local or regional significance that are owned by the
30 state or a political subdivision of the state, that do not qualify for inclusion in the
31 national highway system, and that are not included in the Alaska highway system;

1 (3) "coordinated public transportation" means public and private
2 transportation services provided to elderly persons, persons with disabilities, and the
3 general public;

4 (4) "rustic road system" means unpaved roads, highways, and trails
5 that have been designated as rustic roads, highways, and trails by law;

6 (5) "trails and recreational access for Alaska system" means those
7 surface transportation projects that qualify for funding under the Land and Water
8 Conservation Fund Act of 1965 (16 U.S.C. 4601-4 - 4601-11), as amended, the federal
9 recreational trails program (23 U.S.C. 206), as amended, or the Intermodal Surface
10 Transportation Efficiency Act of 1991 (P.L. 102-240; 105 Stat. 1914), as amended.

11 * Sec. 4. The uncodified law of the State of Alaska is amended by adding a new section to
12 read:

13 STUDY OF ECONOMIC DEVELOPMENT ROADS. (a) The commissioner of
14 transportation and public facilities shall identify roads that are important to the future
15 economic development of the state, study the feasibility of developing or upgrading those
16 roads in order to promote the future economic development of the state, research existing
17 plans to develop or upgrade those roads, determine the availability and source of funds to
18 develop or upgrade those roads, review alternative funding sources for ongoing maintenance,
19 and establish a priority ranking for projects to develop or upgrade roads identified by the
20 commissioner. The commissioner shall also recommend a schedule of appropriations, subject
21 to the availability of federal or other funds, for projects to develop or upgrade the roads and to
22 acquire rights-of-way identified as important to the future economic development of the state.

23 (b) The commissioner shall place particular emphasis on reviewing the following road
24 projects to determine whether the road projects should be identified as important to the future
25 economic development of the state and whether the road projects should be nominated for
26 designation as rustic roads, highways, or trails by the legislature under AS 19.10.075, added
27 by sec. 2 of this Act:

28 (1) Williamsport Road from Iliamna Bay to Pile Bay;

29 (2) a road to the Pogo Mine;

30 (3) Rock Creek Road in the Nome area;

31 (4) a road to Tazlina Lake;

- 1 (5) a road from Wasilla to Tyonek;
- 2 (6) a road along the west shore of Cook Inlet;
- 3 (7) a road to Nome;
- 4 (8) a road to Ruby;
- 5 (9) a road to Fort Yukon;
- 6 (10) Donlin Creek Road;
- 7 (11) a road to Dillingham;
- 8 (12) a road around the northern end of Lake Iliamna;
- 9 (13) upgrading the Dalton Highway;
- 10 (14) a road from Rampart to Eureka;
- 11 (15) a road from Ruby to McGrath;
- 12 (16) a road from Healy to the Richardson Highway;
- 13 (17) a road from Ruby to Takotna;
- 14 (18) a road from Takotna to Flat to Crooked Creek;
- 15 (19) Tonsina North Access Road;
- 16 (20) a road from Juneau to Atlin, British Columbia;
- 17 (21) a road from the Dalton Highway west to the Ambler copper district;
- 18 (22) Bradfield Canal Road;
- 19 (23) Shelter Cove Road;
- 20 (24) Chena/Circle Hot Springs Loop;
- 21 (25) a road across Cleveland Peninsula;
- 22 (26) any other road that the commissioner finds merits review.

23 (c) Funding to perform the duties assigned to the commissioner under this section
24 may be allocated to the commissioner under the rustic road system category of the statewide
25 transportation improvement program.

26 (d) The commissioner shall submit a written report of the commissioner's findings
27 and recommendations to the legislature and the governor before the Second Regular Session
28 of the Twenty-Third Alaska State Legislature convenes.

29 * Sec. 5. The uncodified law of the State of Alaska is amended by adding a new section to
30 read:

31 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM;

1 APPLICABILITY. AS 19.10.155, added by sec. 3 of this Act, applies to statewide
2 transportation improvement programs prepared by the Department of Transportation and
3 Public Facilities beginning with the statewide transportation improvement program prepared
4 for 2004.

5 * Sec. 6. This Act, this Act takes effect immediately under AS 01.10.070(c).

CS FOR HOUSE BILL NO. 502(TRA)
IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTY-SECOND LEGISLATURE - SECOND SESSION

BY THE HOUSE TRANSPORTATION COMMITTEE

Offered:
Referred:

Sponsor(s): HOUSE TRANSPORTATION COMMITTEE

A BILL
FOR AN ACT ENTITLED

1 "An Act relating to transportation facilities of the state highway system; relating to the
2 statewide transportation improvement program and to rustic roads, highways, and
3 trails; relating to a study of economic development roads; and providing for an effective
4 date."

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

6 * Section 1. AS 19.10.020 is amended to read:

7 Sec. 19.10.020. Designation of state highway system. The department may
8 designate, locate, create, and determine what transportation facilities [HIGHWAYS]
9 constitute the state highway system. The state highway system includes
10 transportation facilities within the following program categories

11 (1) highways that are included within the national highway system
12 under the requirements of 23 U.S.C. 134;

13 (2) the Alaska highway system; and

14 (3) state-owned and maintained highways and transportation

L

Alaska State Legislature

House of Representatives



Transportation Committee

Rep. Kolring, Chair
Rep. Kapsner
Rep. Kookesh
Rep. Masek
Rep. Ogan
Rep. Scalzi
Rep. Wilson

AGENDA

For

Thursday April 18, 2002

1:00 - 3:00 p.m.

House Transportation Committee Room #17

HB 502: Rustic Roads and Highways

*CANCELLED
DUE TO
FINANCE COMM
"LONG RANGE FISCAL PLAN"
HRG*

**Alaska State Parks Mat-Su/Copper Basin Area
Citizens Advisory Board**

Resolution #02-05

WHEREAS, Alaska State Parks manages twenty-two (22) public destination park units in the Mat-Su/Copper Basin Area; and,

WHEREAS, in FY 2001 this access was provided to more than seven hundred sixty-seven thousand (767,000) Alaskan and non-resident park visitors; and,

WHEREAS, each year Alaska State Parks provides, in concert with Alaska State Department of Transportation, enhanced convenient and safe access to park users; and,

WHEREAS, Alaskans and non-resident park visitors expect and are entitled to safe and convenient access to public parks; and,

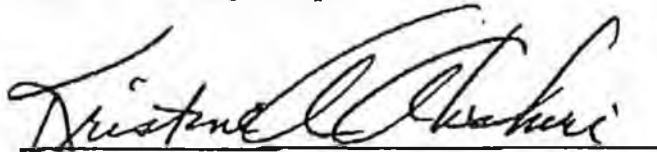
WHEREAS, House Bill 502 would jeopardize currently available enhancement funds for waysides, trailhead improvements, etc., currently provided by federal funds for road construction projects in Alaska State Parks; and,

WHEREAS, House Bill 502 would jeopardize critical funding of future economic development studies on twenty-six (26) new potential roads; and,

WHEREAS, House Bill 502 would jeopardize the existing Transportation Enhancement Act of the 21st Century (TEA 21) road improvement project providing for scenic overlook and trail head improvements at the Summit Lake State Recreation site, and paving of Hatcher Pass Road from mile 18 to mile 25;

THEREFORE BE IT RESOLVED that the Alaska State Parks Citizens Advisory Board, Mat-Su Copper Basin objects to passage of House Bill 502.

ADOPTED by the Alaska State Parks Citizens Advisory Board, Mat-Su Copper Basin Area this 8th day of April, 2002.



Kristine A. Abshire, Chair



Fax to Kenai LIO 283-3075 to include with Official Record

Alaska State Legislature

Please enter into the record my testimony to the HOUSE TRANSPORTATION
committee name

Committee on CS HB 502, dated March 19, 2002
bill # / subject

CARTS has been astoundingly successful, from ZERO trips at the beginning of October, 2000, to nearly 4000 in the month of January this year.

One percent of national highway dollars is not substantial, compared to the numbers of people who benefit. Communities like the Central Kenai Peninsula have been working to coordinate their service, to use local resources better to get rides for those who do not have cars and those who need help to be more independent, as well as the general public.

Alaska has needed highway infrastructure for many years, but we are growing up now and with our growing 1) senior population, along with 2) welfare to work recipients going into entry level jobs, 3) stricter DWI enforcement, and 4) more activities for children, with increasing need to transport kids to and from daycare, it is time to put some of the emphasis on getting people around, not only on patching the potholes and building more roads.

CARTS has been successful in both acquiring local support and getting Federal funding earmarks. Long term stability will require ongoing operations funding. Even with greatly diversified revenue sources, the state needs to back these community programs for coordinated transportation.

We strongly support this proposal and can provide additional testimony in the legislative process. This would benefit over 1000 people and their families here so far, and many thousands elsewhere in Alaska, those who need it most. The Economic Development benefit to Alaska is undeniable, with the already 4000 trips per month in our area traveling 40% of those trips to and from jobs. This equals one trip for every ten people in the Central Kenai Peninsula, every day! In addition, people who have been isolated or dependent on others are now finding that they can be mobile again -- to get to medically necessary appointments, to go to school, therapy, counseling or drug treatment, recreational activities and other personal needs like shopping.

This is an incredibly important step for Alaska! We encourage your passage of CS HB 502!

Signed:
Kristin Lambert representing Central Area Rural Transit System, Inc. (CARTS)
WORK: P.O. Box 993, Soldotna, AK 99669 262-8900
HOME: P.O. Box 205, Soldotna, AK 99669 262-1543



Fax to Kenai LIO 283-3075 to include with Official Record

APR 01 10:00

Alaska State Legislature

Please enter into the record my testimony to the HOUSE TRANSPORTATION
committee name

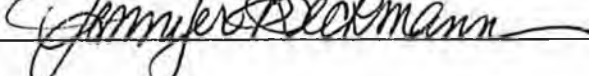
Committee on CS HB 502, dated 03/26/02
bill # / subject

Since CARTS first started delivering rides in October 2000, the effect on the community was immediate. The initial plan anticipated a need level of 2000 to 3000 rides per month and CARTS is currently delivering nearly 4000 trips per month. That number continues to increase. CARTS allows people, who before had few transportation options, to work and involve themselves in the community.

One percent of national highway dollars is not a considerable amount, and the impact that investment will have on communities around the state will be significant. Transportation must not include only roads and bridges, but the movement of people as well.

Transportation is also key to building the area's infrastructure. A reliable transportation system can help to promote economic development. Economic development in turn stimulates transportation demand by increasing the number of workers commuting to and from work, and customers traveling to and from service areas. Every month out of the nearly 4000 rides we deliver, 40% of those trips are for people going to and from work. Those people then travel to spend the money they have earned in the community.

We strongly encourage your passage of CS HB 502!

Signed: Jennifer Beckmann
Testifier 

Central Area Rural Transit System, Inc. (CARTS)
Representing (optional)

P.O. Box 993
Address

907-262-8900
Phone number



Fax to Kenai LIO 283-3075 to include with Official Record

Alaska State Legislature

Please enter into the record my testimony to the HOUSE ^{TRANS} COMMITTEE
committee name
 Committee on CS HB 502 Rustic Roads, dated MAY 7, 2002
bill # / subject

Since Territorial days, Alaska has been working to develop the "hardware" needed for community services: schools, public buildings, roads, airports, sewer and storm drain systems; things that are taken for granted throughout communities in the other States. We are growing up now, and are beginning to develop community services that are more sophisticated: arts centers, communications networks, and public transportation. Although our "hard" needs are not fully complete, it is essential that we start to use our existing resources in a better way, to be smarter financially and reduce duplication of services to serve more people.

The idea of utilizing resources in a better way is the foundation of the Transportation Brokerage concept. Although Central Area Rural Transit System in the Kenai Peninsula is the first rides brokerage in the State of Alaska, the success of the CARTS program has proven to be the model for the future for many rural communities in Alaska, as it is in other parts of the country. It is the best way to deliver transit dollars to widespread populations where bus services are impractical, expensive and inefficient. It saves dollars and provides thousands of people with access to jobs, shopping, medical services, school, and personal appointments. Many of them would, and have been, trapped otherwise.

It is a great credit to those in public office who see the wisdom of providing ongoing funding to continue these programs. The rollover of dollars in each community from jobs, retail sales, health care and recreational revenues, multiplies the initial funding provided many times over; and is enhanced by improved education possibilities, elder mobility, community interactions and quality of life.

The proposal in HB 502 provides this increased community resource without costing the state anything. The fiscal note is virtually zero. Yes, highways are important to Alaskans, but mobility to move around on those roads -- whether gravel or blacktop or village boardwalks -- is important, too.

We strongly encourage your support of Section 19.10.14545 (c) (1) appropriating one percent of national highway system funds to coordinated public transportation. Many communities in Alaska are in the process of coordinating their local resources across agency lines, to follow the brokerage model of CARTS, or to develop their own appropriate community system, and passage of this bill can make these services possible far into the future.

Signed:

Kristin Lambert

Testifier

Central Area Rural Transit System

Representing (optional)

PO Box 993, Soldotna, AK 99669

Address

907-262-8900

Phone number



Fax to Kenai LIO 283-3075 to include with Official Record

Alaska State Legislature

Please enter into the record my testimony to the HOUSE ^{TRANS} COMMITTEE
committee name

Committee on CS HB 502, dated MAY 7, '02
bill # / subject

Because rural communities are spread out, and people live in remote areas. many residents of the state of Alaska have serious needs when it comes to transportation. Lack of public transportation prevents many people from becoming contributing members of their communities. Alaska is far behind the rest of the United States when it comes to funding transit.

Several Alaskan communities are currently working to establish reliable transportation systems, and the time to fund them is now. Additional funding will provide improved services and help to stabilize systems to meet the needs of a growing population.

One percent of national highway dollars is not a considerable amount and won't cost the state a thing, and the impact that investment will have on communities around the state will be significant. The benefits of people being able to hold down jobs, receive needed medical care, and participate in their communities are immeasurable. Workers then travel to spend the money they have earned in the community. Public transit is obviously a necessary component of economic development.

We strongly encourage your passage of CS HB 502!

Signed: Jennifer Beckmann
Testifier 

Central Area Rural Transit System, Inc. (CARTS)
Representing (optional)

P.O. Box 993
Address

907-262-8900
Phone number



Fax to Kenai LIO 283-3075 to include with Official Record

Alaska State Legislature

Please enter into the record my testimony to the HOUSE TRANSPORTATION
committee name

Committee on CS HB 502, dated 03/26/02
bill # / subject

Since CARTS first started delivering rides in October 2000, the effect on the community was immediate. The initial plan anticipated a need level of 2000 to 3000 rides per month and CARTS is currently delivering nearly 4000 trips per month. That number continues to increase. CARTS allows people, who before had few transportation options, to work and involve themselves in the community.

One percent of national highway dollars is not a considerable amount, and the impact that investment will have on communities around the state will be significant. Transportation must not include only roads and bridges, but the movement of people as well.

Transportation is also key to building the area's infrastructure. A reliable transportation system can help to promote economic development. Economic development in turn stimulates transportation demand by increasing the number of workers commuting to and from work, and customers traveling to and from service areas. Every month out of the nearly 4000 rides we deliver, 40% of those trips are for people going to and from work. Those people then travel to spend the money they have earned in the community.

We strongly encourage your passage of CS HB 502!

Signed: Jennifer Beckmann
Testifier

A handwritten signature in cursive script that reads "Jennifer Beckmann".

Central Area Rural Transit System, Inc. (CARTS)
Representing (optional)

P.O. Box 993
Address

907-262-8900
Phone number

APR 0 8 REC'D



Fax to Kenai LIO 283-3075 to include with Official Record

Alaska State Legislature

Please enter into the record my testimony to the

House Transportation
committee name

Committee on

HB 502
bill # / subject

dated

2/21/02

As a dispatcher for Central Area Rural Transit, I would like to submit my testimony that we started out with 1 customer in October of 2000, and now CARTS has over 1000 people in our database. I dispatch rides to working moms with daycare stops, the handicapped, the blind and elderly. We give rides to people who have lost their licenses, and take folks to counseling appointments. We give rides to the elderly to go to the beauty shop. We have opened up the lives of shut-ins and we also give rides to people for recreational purposes. We have enhanced

Signed:

50 many lives.

Testifier

Richard M. Liska

We also get many, many students to CARTS

Representing (optional)

Vocational Training, elementary school, High school, and alternative high schools. PO Box 993

Address

school, High school, and alternative high schools. We also take

Phone number

(Home) 283-0847
(Cell) 398-4005
(Work) 262-8900

people to church and college. I can't say how important
local rural transit is.



Fax to Kenai LIO 283-3075 to include with Official Record

Alaska State Legislature

Please enter into the record my testimony to the House Transportation
committee name

Committee on CS HB 502 dated March 19 - 2002
bill # / subject

As Executive Director of Cook Inlet Council on Alcohol and Drug Abuse (CICADA), an outpatient treatment facility we have come to depend on CARTS for transporting our clients, many of whom have lost driving privileges or have no transportation. The Kenai peninsula is spread out over a large area and CARTS provides a vital + necessary service. I am going on record allocating 1% for CARTS to provide coordinated public transportation. If you have further questions please don't hesitate to call me. Please pass CS HB 502.

Signed: Henry Novak Henry NOVAK, Executive Director
Testifier

CICADA

Representing (optional)

P.O. Box 882 Kenai, Alaska 99611

Address

(907)-283-9891 ext 204.

Phone number

APR 08 REC'D



Fax to Kenai LIO 283-3075 to include with Official Record

Alaska State Legislature

Please enter into the record my testimony to the

House Transportation
committee name

Committee on

CS HB 502
bill # / subject

dated

Allene Alexander
Native Tutor
Kenai Middle School
Kenaitze Indian Tribe

I am showing an interest in the concern of the Rural Transit System that is in place here on the Kenai Peninsula. I currently find this program to be of great benefit to the students here at the middle school. I have purchased carts transportation for students to ensure that they are able to have rides to and from school on a daily basis. It is due to the transportation that is available to the students that allows them the opportunity to continue having an education here at the school. I have also seen the impact that the program has on the head start children in our community because I also have a daughter there myself. I am in support of this program and without it our community would suffer a great deal. Please remember that education, family stability will be affected with the decision of this program for our community. It is the concerns of education and the family unit that are growing concerns for our nations future. Your attention to this matter is greatly appreciated.

Signed:

Allene Alexander

Testifier

Representing (optional)

Address

Phone number



State Of Alaska
Legislative Affairs Agency
Kenai LIO
145 Main St Lp, Ste 217
Kenai, AK 99611
907-283-2030

Date: 4/2/02

Please accept the enclosed original(s) of written testimony
for the STPA teleconference hearing that
was scheduled on _____.

A copy of this testimony was transmitted to your committee
via fax on 4/2/02.

Thank You,

Kenai LIO



Alaska State Legislature

Please enter into the record my testimony to the HOUSE TRANSPORTATION
 committee name
 committee on NB 502 , dated April 15, 2002
 bill/subject

I support House Bill 502 if it will assure that a significant portion of our highway funds are allocated for projects that will benefit the creation of new pioneer roads and trails in areas where the residents are virtually land locked over six months of the year. I feel funds could be far better utilized helping gain overland access for outlying areas than paving already accessible, seldom used roads.

We live in an area only about 50 miles from a dirt road to the highway system but our only access is seasonal, inadequate snowmachine trails or air and air travel is extremely expensive and dependent upon weather conditions and the availability of a usable airstrip.

When my husband purchased his land, through the State, 20 years ago he expected that by this time there would be access to a road. Twenty years ago he traversed the area on small, inadequate snowmachine trails but, there was very little traffic then. Now the area we live in has become a major snowmachining area utilized by thousands of recreationalist each season but the trails are still narrow and unmarked and becoming increasingly dangerous.

Alaskans need better trails and pioneer roads for safety and accessibility for semi-remote residents and to make these areas more accessible to more Alaskans.

Signed: Deborah A Beech
 Testifier

Representing (Optional)
PO Box 520843, Big Lake 99652 (Hayes River residence)
 Address
(907)
 Phone No.

085 Legislative Information Office
 Please forward to House Transportation Members
 & local delegation



Alaska State Legislature

Please enter into the record my testimony to the HOUSE TRANSPORTATION
 committee name
 committee on HB 502 dated 4/15/02
 bill/subject

Opinion in support of House Bill 502

I am an occupant of a state offered so-called Remote Parcel that is realistically semi-remote. The area is 15 miles from an airport and barge landing. This area also holds several state subdivisions. The only overland access to these services are narrow, dangerous snowmachine trails that are only usable 5 to 6 months a year. Some immediate attention must be given to develop overland access to some of these areas. As a 45 year Alaskan resident I have had the chance to witness an unacceptable halt in pioneer transportation. Reasonable, economical overland access for semi-remote residents to large airports, barge landings and post offices is long overdue.

The high prices of aviation services, which are federally controlled, increase the cost of living in these semi-remote areas. Gasoline tax and registration fees on equipment used in these areas entitle these residents to some cooperation from government in helping to provide for securing rights-of-way and permits for pioneer trails that could evolve into pioneer roads.

The influx of public non-resident use of these areas increases the hazards to public residential and non-residential travelers. The environment also suffers due to path of least resistance travel such as over wetland areas. Properly planned, prepared high ground routes, signed for navigation and safety, could greatly enhance travel and development in some of these areas. Residents of these areas did not necessarily move to these areas to hide out but to help develop lands for future generations. Our children and grandchildren deserve the opportunity to access and settle Alaska's frontiers. Alaska's pioneers are not gone, they are forced out of the frontier by the high cost of the Federally controlled aviation industry that we are forced to depend on due to the lack of adequate overland access.

The events of 9-11 and the loss of subsistence should also be considered reasons for improved access.

Signed: Joe Beech Joe Beech
 Testifier

Representing (Optional)
PO Box 520843 Big Lake AK
 Address
907 733-4423
 Phone No.

State Legislative Information Office

Please forward to House Transportation members & local delegation.



Alaska State Legislature

Please enter into the record my testimony to the HOUSE TRANSPORTATION committee name

committee on 502 REMOTE RDS / RUSTIC TRAIL dated 4-
bill/subject

I'M AGAINST ANY BILL THAT TIES UP ALL OF DOT'S FUNDING FOR PAVED ROADS ONLY. 9/11 CLOSED OUR SKIES. FOR 27 YEARS MY ONLY ACCESS TO SUPPLIES SUCH AS FUEL, FOOD, MEDICINE, ETC. HAS BEEN THROUGH THE USE OF THOSE SKIES. SKWENTNA IS THE HUB OF THIS COMMUNITY - IT'S THE ONLY LARGE AIR STRIP, POSTOFFICE, BARGE LANDING ETC. AVAILABLE. WE HOWEVER, ONLY HAVE ACCESS TO SKWENTNA 3-4 MONTHS DURING THE WINTER. BARGES COME INTO SKWENTNA - WE NEED A REMOTE RD. OR RUSTIC TRAIL SO THAT WE CAN GET SUPPLIES OVERLAND. THERE HAVE BEEN SEVERAL FIRES LOCALLY - A REMOTE RD WOULD HELP AS A FIRE BREAK AND ALLOW A ROUTE FOR MOVEMENT OF EQUIPMENT. THE STATE HAS SUBDIVIDED THE SHELL HILLS AREA FOR THE PAST 40 YEARS.. MOST PARCELS HAVE NO ACCESS TO THEM EXCEPT FOR 3 OR 4 WINTER MONTHS, THIS WINTER TWO SNOWMACHINERS HAD HEAD ON GOING AROUND A BLIND CORNER ON A NARROW TRAIL. WE NEED FUNDING FOR WIDENING, SIGNING, EDUCATION, ETC., TO ENSURE SAFETY FOR ALL USERS.

WHEN AN EVENT SUCH AS 9/11 OCCURS AGAIN, HOW LONG WILL WE BE CUT OFF FROM BEING ABLE TO RESUPPLY OUR DAILY NEEDS BECAUSE AIR SPACE IS CLOSED. KEEPING FUNDING AVAILABLE FOR MUCH NEEDED REMOTE ROADS AND RUSTIC TRAILS IS A MUST. WE HAVE A RIGHT TO YEAR ROUND SAFE OVERLAND ACCESS.

I SUPPORT BILL #502

Signed: Joe A. Bunker
Testifier

Representing (Optional)
P.O. Box 28 SKWENTNA, AK. 99667
Address
(907) 733-2817
Phone No.

2006 Legislative Information Office
Please forward to House Transportation Members
& Local Delegation.



Alaska State Legislature

Please enter into the record my testimony to the HTRA

Committee name

Committee on HB 502, dated 3/26/02

Bill/Subject

I support HB502 and its amended version (A)

Signed: By Phone per Larry DeVilbiss
Testifier

Representing (Optional)

HCO4 Box 9302 Palmer, Ak 99645

Address

745-6591

Phone number

Dear Jack:

I appreciate your concerns regarding House Bill 502, and will be sure to keep them in mind as we continue to work on this bill.

With best regards,

Vic Kohring

Jack Mosby wrote:

Dear AK House Transportation Committee,

I was unable to get to the LIO to attend the first hearing of the subject bill, wanted to convey my feelings that this is a poor bill.

It takes away from a very limited pool of enhancement funds for a poorly thought out and poorly disguised attempt to limit funds being spent as Congress intended - on enhancements along or near roadways that provide for alternative means of transportation that are not tied to a car or truck. I do not recommend support for or passage of this bill!

Should this bill move forward, please keep me informed as to it's status.

Thank you.

Jack Mosby
3026 Wesleyan Drive
Anchorage, AK 99508
333-4442



Alaska State Legislature

HOUSE

Please enter into the record my testimony to the TRANSPORTATION Committee name

Committee on HB 502 dated MARCH 26, 2002
Bill/Subject

REPRESENTATIVE VIL KOHRING & COMMITTEE MEMBERS,

I APPRECIATE THE CURRENT RE-WRITE & SPECIFIC PERCENTAGES IDENTIFIED WITHIN THE SPECIFIC CATEGORIES.

I DO NOT APPROVE OF CUTTING TRAIL FUNDING 3% TO FUND ROAD PROJECTS - UNPAVED OR PAVED.

I RESPECTFULLY REQUEST THAT A ~~3%~~ COMMENSURATE 3% BE EARMARKED UNDER "RUSTIC ROADS" FOR UNPAVED TRAIL PROJECTS.

PLEASE RESPOND TO WHETHER THE TRAIL BOARD ADMINISTRATION WILL REMAIN A P'ODR ~~FUNCTION~~ RESPONSIBILITY OR WILL IT BE MOVED TO DOT/PR? THANK YOU

Signed: CHUCK KAUCIC
Testifier

Representing (Optional)

HCO1 BOX 6031 PALMER 99645
Address

745-9807 (w)
Phone number

ALASKA STATE LEGISLATURE



Interim:

600 East Railroad Avenue
Wasilla, Alaska 99654
(907) 373-1842
Fax - (907) 373-4729

Session:

State Capitol Building, Room 24
Juneau, Alaska 99801-1182
(907) 465-2186
Fax - (907) 465-3818

REPRESENTATIVE VIC KOHRING DISTRICT 26

April 19, 2002

Commissioner Joe Perkins, P.E.
Department of Transportation & Public Facilities
3132 Channel Drive
Juneau, Ak 99801-7898

RE: HB 502

Dear Commissioner Perkins,

One of the issues regarding HB 502 is the decreased percentage funding for TRAAK. (I recognize that the funding categories and percentages in HB 502 reflect the brand new DOT regulations and do not necessarily mirror historical DOT categories and funding allocations.)

1. Please provide information regarding historical "enhancement" expenditures in TRAAK and for all the other funding categories for the fiscal years '00 and '01.

- How many dollars and what percentage of the total surface transportation funds were expended in each category?
- Identify the state match dollars for each.
- Identify other the amount of money from other sources for each.

2. Please provide information regarding on-going and proposed "enhancement" expenditures in TRAAK and for all the other funding categories for the current fiscal year.

- How many dollars and what percentage of the surface transportation funds are programmed to be expended in each category?
- Identify the state match dollars for each.
- Identify other the amount of money from other sources for each.

No Response
REC'D

3. Please provide information regarding proposed "enhancement" expenditures in TRAAK and for all the other funding categories for the next three fiscal years, '03, '04, and '05.

- How many dollars and what percentage of the surface transportation funds are programmed to be expended in each category?
- Identify the state match dollars for each.
- Identify other the amount of money from other sources for each.

These responses do not have to be exact figures. Approximations will suffice.

I appreciate the cooperation of your staff and am looking forward to the Department's responses. If you have any questions, please contact my Transportation Committee Aide, Mike Krieber, P.E. (465-4858), or me at 465-2186.

Sincerely,



VIC KOHRING
Chair, House Transportation Committee

Donlin Creek Project Summary

Southwest, Alaska

February 2002

NovaGold Resources Inc.
and
MRDI Canada,
a Division of AMEC E&C Services Ltd



View of the Donlin Creek Exploration Camp
and Donlin Gold Deposit Beyond

corporate development for NovaGold Resources Inc. The company said Thursday that tests show the deposit holds 23 million ounces of gold. The company's exploration camp and airstrip, shown in September, is designed for about 75 people and can be operated year-round. About 30 people worked there last summer, according to Johnson, and 75 percent were locals.

Striking gold

Explorers excited about Donlin Creek deposit

By SARANA SCHELL
Anchorage Daily News

The estimated size of a gold deposit in Western Alaska has doubled, making it possibly the largest in the state's history, officials said Thursday.

If the Donlin Creek deposit is developed, it could mean hundreds of year-round jobs for the rural area, said Greg Johnson, vice president of corporate development for NovaGold Resources Inc. The San Jose, Calif.-based company is a partner in Donlin and hopes to begin mining in three years, he said.

Tests show Donlin Creek holds 23 million ounces of gold, Johnson said, nearly three times the size of the Fort Knox deposit near Fairbanks.

At 3 grams of gold per ton, the Donlin deposit is three times as rich as Fort Knox too, Johnson said — five times as rich in some places.

It needs to be rich for development to be-

gin, because the site is remote. Power and transportation will be a challenge, said Stan Foo of the state Division of Mining, Land and Water.

More tests and an economic analysis are needed to decide whether the project will go.

A few square miles near the village of Crooked Creek, roughly between McGrath and Bethel on the Kuskokwim River, hold the densest deposits. Kuskokwim Village Corp. owns the surface land rights to the area, said KVC president Robert Ballow, and the Bethel-based regional Native company Calista Corp. owns the subsurface rights.

Established international mining company Placer Dome pulled away from the project as



RON ENGSTROM / Anchorage Daily News

gold prices fell in recent years, focusing its exploration dollars around existing mines, said Johnson, a former Placer Dome employee.

He and two other former employees started NovaGold and worked out a deal to continue at the Donlin Creek project, looking for high-grade ore that would make mining profitable. They bought a gravel mine near Nome and used cash from that to finance Donlin exploration.

NovaGold put \$2 million into exploration and development last year and will spend \$8 million more this year, Johnson said.

Foo said obtaining permits to begin work could take two to three years.

See Page E-4, GOLD

Spending on advertising
in Alaska surfaced early in

SPOTLIGHT: YOU Boom in fraud by insurers

■ SCAM: Criminals
to collect health care

By CHRISTIAN MURRAY
Newsday

NEW YORK — Frank (a
cal target.

Age 65, the machinist
from work, alone, late at n
... BANG!

"I was pretty shook up,"
Conselatore told police
toward his Brooklyn home
other turning lane next
straight and plowed into h
Conselatore was a victim
dent.

Increasingly, organized
collisions — often by
Conselatore.

Inside Alaska business



South Naknek plant to stay closed

NAKNEK — Trident Seafoods won't open its plant in South Naknek this summer, the company announced Thursday. Current market conditions, including low prices and a glut of farmed salmon, are the reasons for the decision, said Vic Scheibert, the company's operations manager for Bristol Bay. The plant usually employs between 150 and 200 people at South Naknek. The company won't buy or process fish at the plant, but it will continue to provide boat storage, vessel tie-up, groceries and gear sales to fishermen. Trident's operations at its North Naknek plant

announced it will add 34 houses this year, finishing early in 2003. Most of the 32 homes in the first phases of the Palmer subdivision targeting retirees have sold, said developer Dennis Smith. For more information, see www.mountainroseestates.com.

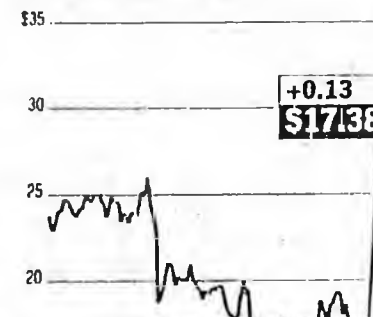
NEW BUSINESSES

Caffeinated Wolf deli, espresso

The Caffeinated Wolf deli and espresso has opened at 401 W. International Airport Road in Anchorage, said owner Lisa West. The shop sells soups and sandwiches as well as espresso drinks. Hours are 6 a.m. to 7 p.m.

Alaska oil

Thursday's closing price per barrel
on West Coast open markets:



Lots of Web sites pro-
mote and calculator
interested in refinanci-
are a few compiled by
ter in California:

www.bankrate.com

A great place to check
cluding mortgages. Al-
refinancing and calcul-
www.indymac.com

Learn how the refinan-
and compare rates. c:

ed a Republican
sday to give Ar-
million to lobby
ANWR and give
aktovik \$100,000
rts.

are won biparti-
-tion it passed in
2 on Wednesday,
lawmakers from
the aisle called
id salmon funds.
tempt was made
en. Lyman Hoff-
hel, offered an
o spend \$1.2 mil-
marketing and
salmon market-

, Knowles press
aid funding for
rism and salmon
equally important
uld be considered.
ey is not going to
stry, but it's an im-
tment to allow the
build," King said.
need to be taken."

pected this year, the companies said.

ENRON CORP.

Fund assists laid-off employees

HOUSTON — Laid-off Enron Corp. employ-
ee Crystal Reyna, her 1½-year-old son in tow,
clutched the paperwork that gave her some
financial relief. The single mother of two was
among the first to benefit from an assistance

GOLD: Deposit largest in state history

Continued from E-1

If the variables fall into line and gold prices
remain favorable, Johnson said, 500 jobs in
construction, then mining, could be created.
The mine could last 10 years, he said, or 50 if
more gold is discovered nearby, which is com-
mon.

"Those are awfully exciting numbers," said
George Gardner, president of Chiulista Camp
Services Inc., a subsidiary of Calista that sup-
ported the exploration with temporary help,
housekeeping and catering. "We're kind of
tired of exploring. We want to get to the next
stage."

ceived nearly \$50,000 from the rener fund, set
up by a former Enron worker. Much of the
money in the account comes from politicians
who wanted to return campaign contributions
they received from Enron. Sens. Kay Bailey
Hutchison, R-Texas, and Charles Schumer, D-
N.Y., were among the contributors.

Daily News wire reports

State labor economist Brigitta Windisch-
Cole said 500 more jobs in the Bethel region
would bump the area's employment by 13 per-
cent. And, she said, the average wage in the
gold mining industry is \$49,000, nearly twice
that of the area.

"We're lacking a Prudhoe Bay or Red Dog
or Cook Inlet," Gardner said of Western Alas-
ka. Developing natural resources is important
for the cash-poor region and people, he said.

"Ain't no social program better than some-
body being able to have a job."

■ Reporter Sarana Schell can be reached at sschell@adn.com.

the company reported a net
profit of \$5.1 million, reversing
a year-ago loss of \$128 million.
JDS UNIPHASE CORP.:

The optical networking equip-
ment maker said Thursday it
has reduced its work force by
another 2,000 employees as
losses widened in its fiscal
second quarter. For the three
months ended Dec. 29, the
company reported a loss of
\$2.1 billion, compared with a
loss of \$895 million in the
same period a year ago.

ELI LILLY AND CO.: The
drug maker on Thursday re-
ported a 25 percent decline in
earnings for the fourth quar-
ter as it suffered from the loss
of its patent on Prozac and the
emergence of a less expensive
generic version of the anti-
depressant pill. Net income
fell to \$575.4 million for the
October-December period
from \$767.3 million a year ago.

say auto scams have tripled

ice Information Institute, a research
roup funded by insurers.

No-fault insurance, which accompa-
-nies call auto policies, covers injury-relat-
-ed expenses of drivers, passengers and
pedestrians who are in a motor vehicle
ccident up to \$50,000 per person.

The industry says it is attacking fraud
y boosting its battalions of in-house in-
-vestigators. Insurers, however, argue
at they need help from regulators. For
instance, they want to change the way
olicyholders and medical authorities file
laims.

Consumer groups argue that no-fault
-fund has been a problem for years. Russ
laven, legislative counsel with the New
ork Public Interest Research Group in
lbaney, said insurance companies, which
were making good profits by taking in
-premiums and investing them in the mar-
-ket during the heady time for stocks in
he late 1990s, didn't seem to care about

Participants in these staged accidents
are lured initially by one-time cash pay-
-ments that may exceed \$500. And the
"runner" who steers the bogus victims to
the clinics may get \$1,500.

The big beneficiaries are unscrupu-
-lous doctors, chiropractors and physical
therapists who fraudulently rack up bills.
In some instances, the doctors can bill in-
-surers for hundreds of thousands of dol-
-lars per accident, if multiple victims are
involved.

"It's like an open checkbook," said Bob
Wallach, chief executive of Robert Plan.
"No-fault insurance regulations allow
doctors to provide whatever services they
deem necessary and then send in the
bills."

The same drivers and clinic operators
resurface over and over. At Robert Plan,
the company shows the fraud problem by
displaying its "Unlucky Board." Listed on
one side is the name of one Brooklyn poli-
-tician who was involved in 19 ac-

YOUR MONEY IN BRIEF

HOME MORTGAGES

Average interest rate climbs to 6.96 percent

WASHINGTON — The average interest rate on 30-year
fixed-rate mortgages climbed to 6.96 percent from 6.83 percent
the previous week, according to a nationwide survey released
by Freddie Mac, the mortgage company. Rates on 15-year mort-
-gages, a popular option for refinancing, rose to 6.44 percent this
week from 6.31 percent the week before. On one-year
adjustable-rate mortgages, lenders were asking an average
initial rate of 5.10 percent, up slightly from 5.08 percent the pre-
-vious week.

— Associated Press

Lock in an interest rate; then get it in writing

When you lock in an interest rate on a mortgage, get it in
writing, in the form of a loan commitment from the lender.
Many mortgage borrowers come to grief because of misunder-
-standings about rate locks. Some borrowers are the victims of
sneaky loan providers; other confuse a rate quote with a rate
lock, or simply get caught in bad timing. A rate lock is a legal
commitment between the borrower and the lender. The bor-
-rower promises to pay certain points and fees. The lender
promises to lend at a specified interest rate. The borrower and
lender (and mortgage broker, if there is one) agree to do their

NovaGold could expand project

By DIANA CAMPBELL
Staff Writer

Preliminary economic studies show that NovaGold could feasibly mine 18 million ounces of its 23 million-ounce gold deposit at Donlin Creek.

The company first thought it would only be able to economically produce 10 million ounces of the deposit, located about 140 miles northeast of Bethel.

"The plan is to scale up to produce 18 million ounces, we think, at \$275 to \$300 an ounce," said Rick Van Nieuwenhuyse, president of NovaGold.

In January the company announced its 2001 exploration season revealed the remote site contained a deposit twice the size previously thought. The company hired the Canada firm MRDI to

do a preliminary economic assessment, which should be completed in March.

According to Van Nieuwenhuyse, MRDI's initial overlook into the project reflects that 18 million ounces of gold can be mined at Donlin Creek. If gold prices continue to rise, then possibly more of the 23 million ounces could be extracted, Van Nieuwenhuyse said.

Gold prices have been steadily climbing from record lows spanning the last decade. On Monday gold closed at just over \$297 an ounce. Industry watchers predict that gold prices will end the year at \$340 an ounce.

"It's forming a very nice gold base at \$300," Van Nieuwenhuyse said. "We'd like to see it go
See GOLD, Page B-2

Fbx Daily News Tues. Feb 19, 02

GOLD: Donlin Creek project may be expanded

Continued from Page B-1
up gradually, because spiking is volatile."

California-based NovaGold wants to apply for state and federal permits for the project this year, he said. Construction and startup costs are estimated to be about \$500 million, he said.

"It'll be similar in range to

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**Consumer Information Center
Dept. BEST, Pueblo, CO 81009**

Fort Knox," Van Nieuwenhuyse said, referring to the gold mine about 30 miles north of Fairbanks. NovaGold wants to begin construction in 2003 and be in production by 2004.

The huge gold deposit is located on property owned by Calista Corp. and Kuskokwim Native Association, both Alaska Native corporations. A project of Donlin Creek's scope would bring economic stability and improved electricity services to the cash-strapped region, corporate officials have said.

Construction would put 500 people to work, and the mine

could employ 400 to 600 people year-round, said Greg Johnson, NovaGold's vice president of corporate development.

The Donlin Creek find is one of 30 deposits worldwide that have measured over 20 million ounces, said Paul Metz, department chairman at the University of Alaska Fairbanks mining and geological engineering department.

"That's huge," Metz said.

Alaska has the potential for more deposits the size of Donlin Creek, Metz said. Donlin Creek was found in what is known as the Tintina Gold Belt, the same geological formation that con-

tains Fort Knox Mine and True North Mine. The belt extends from east to west in Alaska, extending southward in Canada into the Lower 48 toward the Rocky Mountains.

The gold belt has been historically mined by placer miners following the Klondike Gold Rush of 1895. Donlin Creek would be a hard-rock mine, where rock holding bits of microscopic gold is crushed and then chemically treated to extract the gold.

Donlin Creek has .15 ounces of gold per ton of rock. By comparison, Fort Knox has .0245 ounces of gold per ton and its sister mine, True North, has .053 per ton.

NovaGold poised to hit jackpot

■ **GOLD:** Latest study reveals richer rewards for Donlin Creek mine:

The Associated Press

FAIRBANKS — NovaGold could feasibly mine 18 million ounces of its 23 million-ounce gold deposit at Donlin Creek, according to an initial study.

The company had thought it would only be able to economically produce 10 million ounces of the deposit, located about 140 miles northeast of Bethel. But the study, done by the Canada firm MRDI, indicates that Donlin Creek will produce more gold.

"The plan is to scale up to produce 18 million ounces, we think, at \$275 to \$300 an ounce," said Rick Van Nieuwenhuys, president of NovaGold.

If gold prices continue to rise, then possibly more of the 23 million could be extracted, Van Nieuwenhuys said.

Gold prices have been steadily climbing from record lows spanning the last decade. On Monday gold closed at just over \$297 an ounce. Industry watchers predict that gold prices will end the year at \$340 an ounce.

"It's forming a very nice gold base at \$300," Van Nieuwenhuys said. "We'd like to see it go up gradually,



RON ENGSTROM / Anchorage Daily News

because spiking is volatile.

California-based NovaGold wants to apply for state and federal permits for the project this year, he said. Construction and startup costs are estimated to be about \$500 million, he said.

"It'll be similar in range to Fort Knox," Van Nieuwenhuys said, referring to the gold mine about 90 miles north of Fairbanks. NovaGold wants to begin construction in 2003 and be in production by 2004.

The huge gold deposit is located on property owned by Calista Corp. and Kuskokwim Native Association, both Alaska Native corporations.

Construction would put 500 people to work, and the mine could employ 400 to 600 people year-round, said Greg Johnson, NovaGold's vice president of corporate development.

Anch. Daily News 2/21/02 Thure.

NovaGold Resources Inc.

NovaGold Resources Inc. is a publicly held company listed on the Toronto Stock Exchange. Since 1998, the diversified natural resource company has been focused on the exploration and development of quality mineral deposits in Alaska and the Yukon Territory. NovaGold is the largest supplier of sand and gravel in Western Alaska through its wholly owned subsidiary, the Alaska Gold Company, in Nome, Alaska. The company currently is working to develop four major gold deposits in Alaska including the Donlin Creek deposit.

AMEC / MRDI

In October 2001, NovaGold commissioned MRDI Canada, a Division of AMEC E&C Services Limited (MRDI) to complete an updated gold resource estimate and to complete an Economic Scoping Study that is focused on a smaller, higher-grade operation that could be economically viable at the current low gold price.

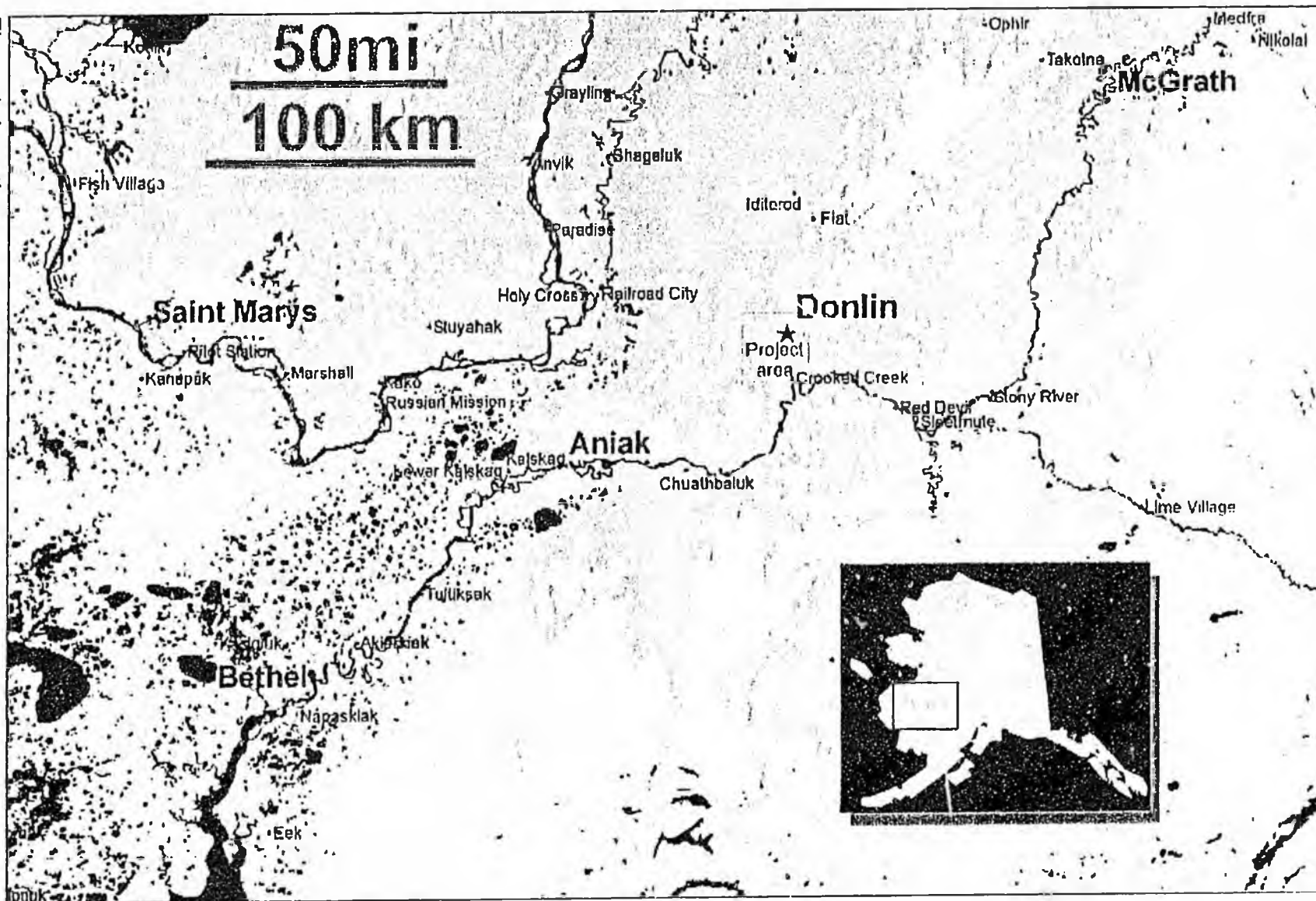
AMEC / MRDI brings over 40 years of experience in developing and building mines in Alaska and the Canadian North to the Donlin Creek project. They have led or contributed to more than 80 studies of arctic and northern mines and are currently leading major feasibility studies for the Teck Cominco / Sumitomo Pogo gold mine in Alaska and the De Beers / Winspear Snap Lake diamond mine in Canada's Northwest Territories. In addition AMEC was the engineering, procurement and construction manager for other recent major northern projects including the BHP EKATI diamond mine in northern Canada and two expansions at the Teck Cominco Red Dog mine in Alaska.

Project Description

The Donlin Creek gold deposit is one of the largest undeveloped gold deposits in the world with nearly 11 million ounces of contained gold at \$250 per ounce of gold and 23 million ounces at \$350 per ounce of gold. The deposit is located in southwest Alaska, between the Yukon River 47 miles (75 km) to the west and the Kuskokwim River 12 miles (19 km) to the south at the village of Crooked Creek. It lies approximately 44 miles (70 km) northeast of the town of Aniak, a regional transportation hub, and 280 miles (450 km) west of Anchorage (see figure 1).

The Donlin Creek property consists of 42 square miles (109 square kilometers) of privately owned Native land. The subsurface rights are owned by Calista Corporation, a regional native corporation, and the surface rights are owned by the Kuskokwim Corporation, a local village corporation. The surrounding lands consist of BLM and Alaska State Selections (see figure 2).

Figure 1. Location map.



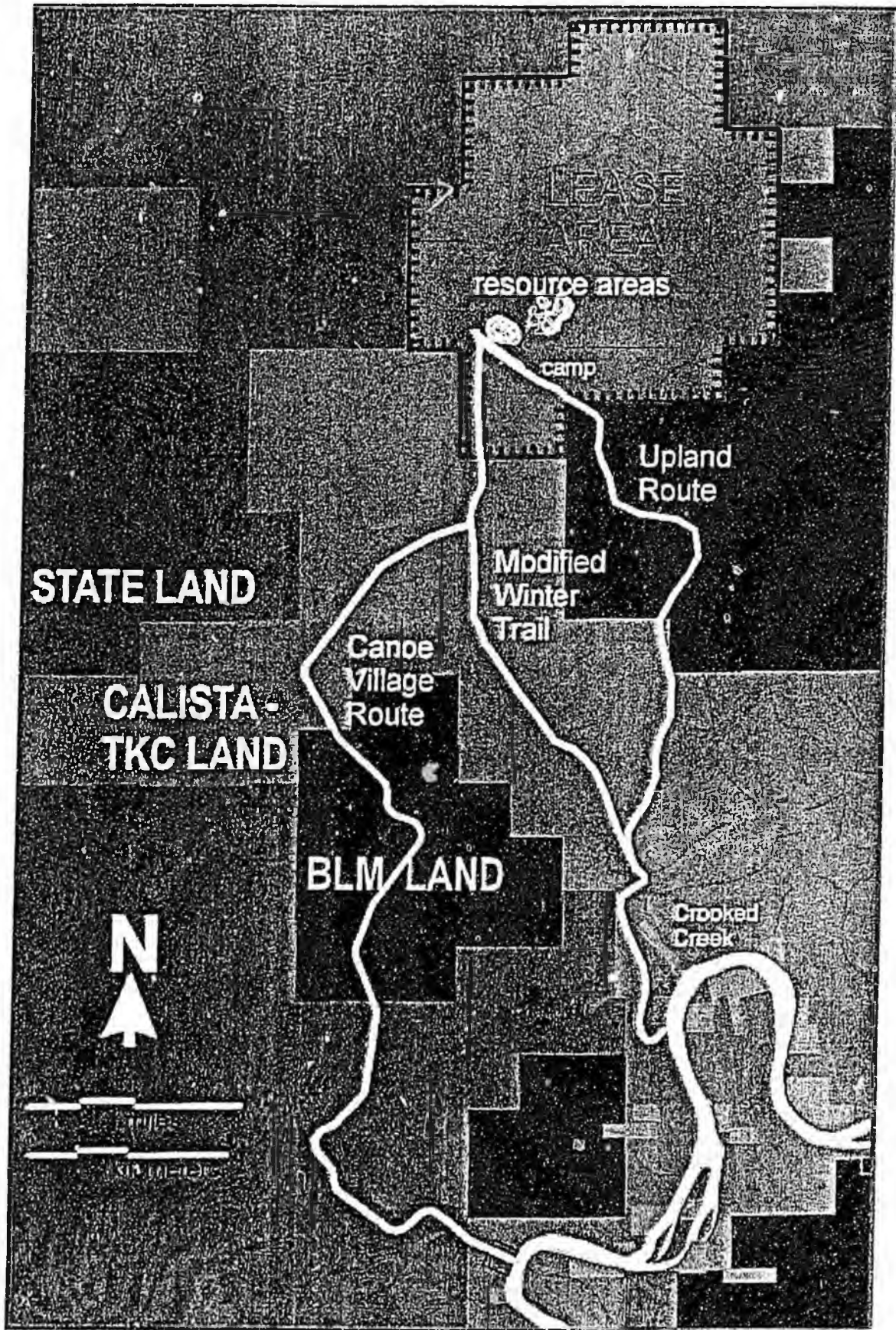


Figure 2. Project area map.

Project History

Since 1988, over \$37 million has been invested into the project by four different companies. In 1995, Placer Dome signed a 20 year mining lease agreement with Calista Corporation and the Kuskokwim Corporation on the Donlin Creek property. Between 1995 and 2000, Placer Dome completed over \$33 million in exploration expenditures to advance the project toward a production decision.

Due to the continued low price of gold, Placer Dome decided to seek a joint-venture partner to continue development of the project. In April 2001, NovaGold entered into an agreement with Placer Dome to earn a 70% interest in the project by spending \$10 million dollars on exploration and development within 10 years. Since early 2001, NovaGold Resources Inc. has invested an additional \$3 million into the project to demonstrate the feasibility for a smaller, higher-grade gold mine that could be economically viable at today's historically low gold price.

Using a dominantly local workforce comprising of Calista Corp. and Kuskokwim Corp shareholders, NovaGold's exploration work has consisted primarily of diamond core drilling and some minor trenching designed to demonstrate that a sufficient quantity of higher-grade gold material can be defined and put together in an economically viable gold deposit (see figure 3). NovaGold's exploration campaign so far has been very encouraging, indicating that the project may be economically viable if the hurdles of road and power infrastructure can be overcome.

A number of economic analyses have been completed based on the current gold resource and metallurgical results. These envision a conventional open pit mine operation. In the process plant, the ore would be crushed, finely ground, and then fed to a flotation circuit to separate the gold bearing sulfide minerals. The sulfide concentrate would then be oxidized using pressure oxidation in an autoclave or bio-oxidation. The oxidized residue would then be leached in a cyanide solution and the gold recovered with activated carbon. The project would require substantial infrastructure, including tailings disposal, water supply, power generation, site accommodations and ancillary facilities. To access the site, an all-weather road to the Kuskokwim River would need to be constructed, where a barge dock and on-shore facilities would be built to support the mine.

The project would require a fairly large number of skilled employees to operate the mine and mill operations. Depending on the level of production between 110 and 140 employees would be required for the mine and an additional 100 to 115 would be required for the mill and processing facilities. During the construction phase up to 500 full-time workers would be required. These numbers do not take into account the jobs created from the increased level of materials and equipment supplied and transported to the project both during construction and for ongoing mine operation.

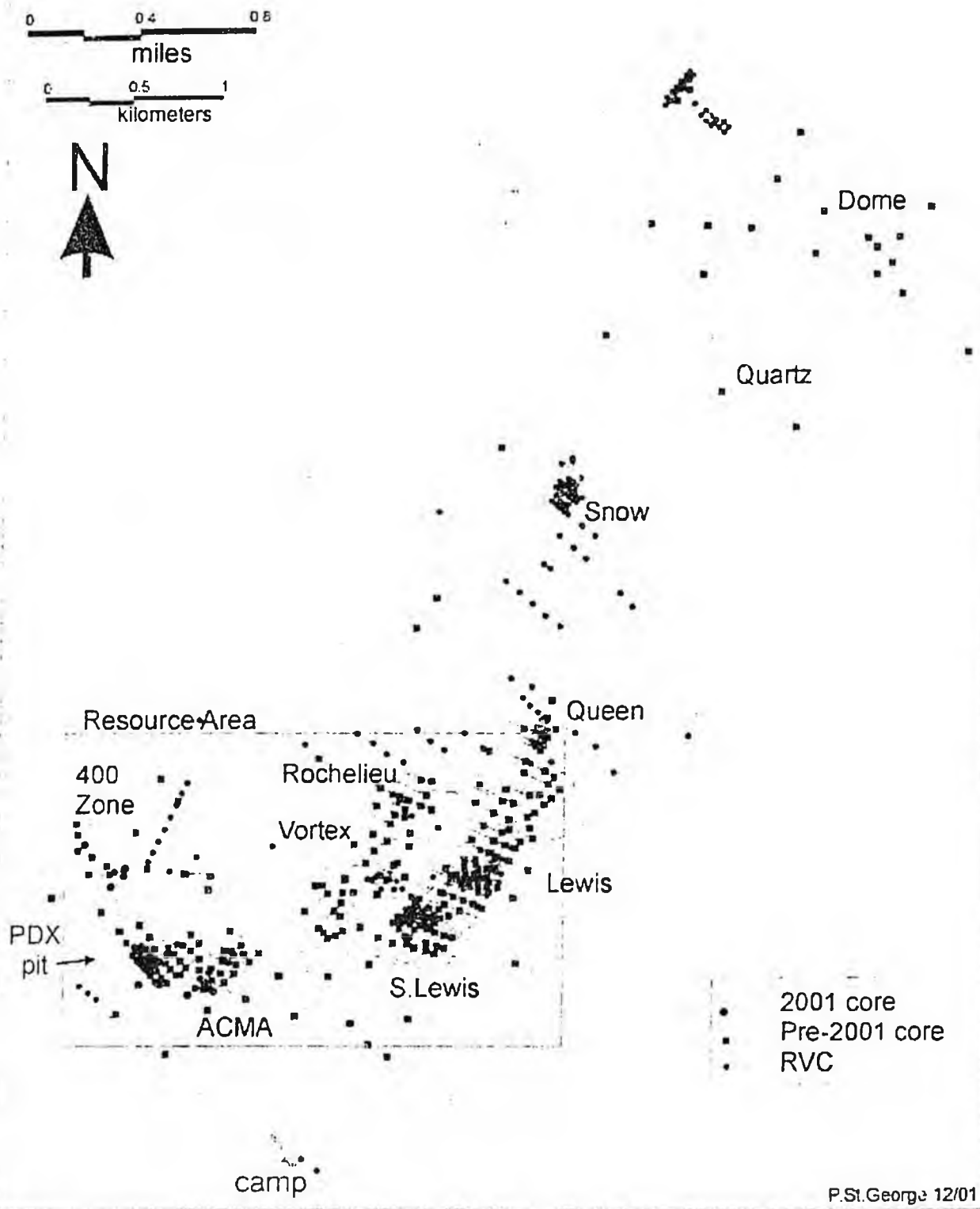


Figure 3. Project Drill Hole and Gold Resource Location Map.

Accessibility and Climate

The Donlin Creek property is located approximately 12 miles (19 km) north of the village of Crooked Creek on the Kuskokwim River (Figure 1 and 2). The Kuskokwim River is a regional transportation route and is serviced by commercial barge lines. A 15 mile (25-km) long winter road accesses the property from the barge site at the town of Crooked Creek and is designated as an Alaska State Highway route and transportation corridor. The project has an all-season camp capable of housing up to 75 people and an adjacent 5,000 foot (1,500 meter) long airstrip that is capable of handling aircraft as large as C-130 Hercules with a 42,000 lb (19,050 kg) capacity - allowing efficient shipment of personnel, large equipment and supplies. The project is directly serviced by commercial air services out of both Anchorage 280 miles (450 km) to the east and Aniak 44 miles (70 km) to the west.

The project area is located in an area of low topographic relief on the western flank of the Kuskokwim Mountains. Elevations range from 500 to 2100 feet (150 to 640 meters). Ridges are well rounded and easily accessible by all-terrain vehicle. Hillsides are forested with black spruce, alder, birch, and larch. Soft muskeg and discontinuous permafrost are common at lower elevations in poorly drained areas.

The area has a relatively dry interior continental climate with typically less than 20 inches total annual precipitation. The area experiences relatively warm summer temperatures that may reach 80°F and cold winter months where minimum temperatures may fall to well below zero °F.

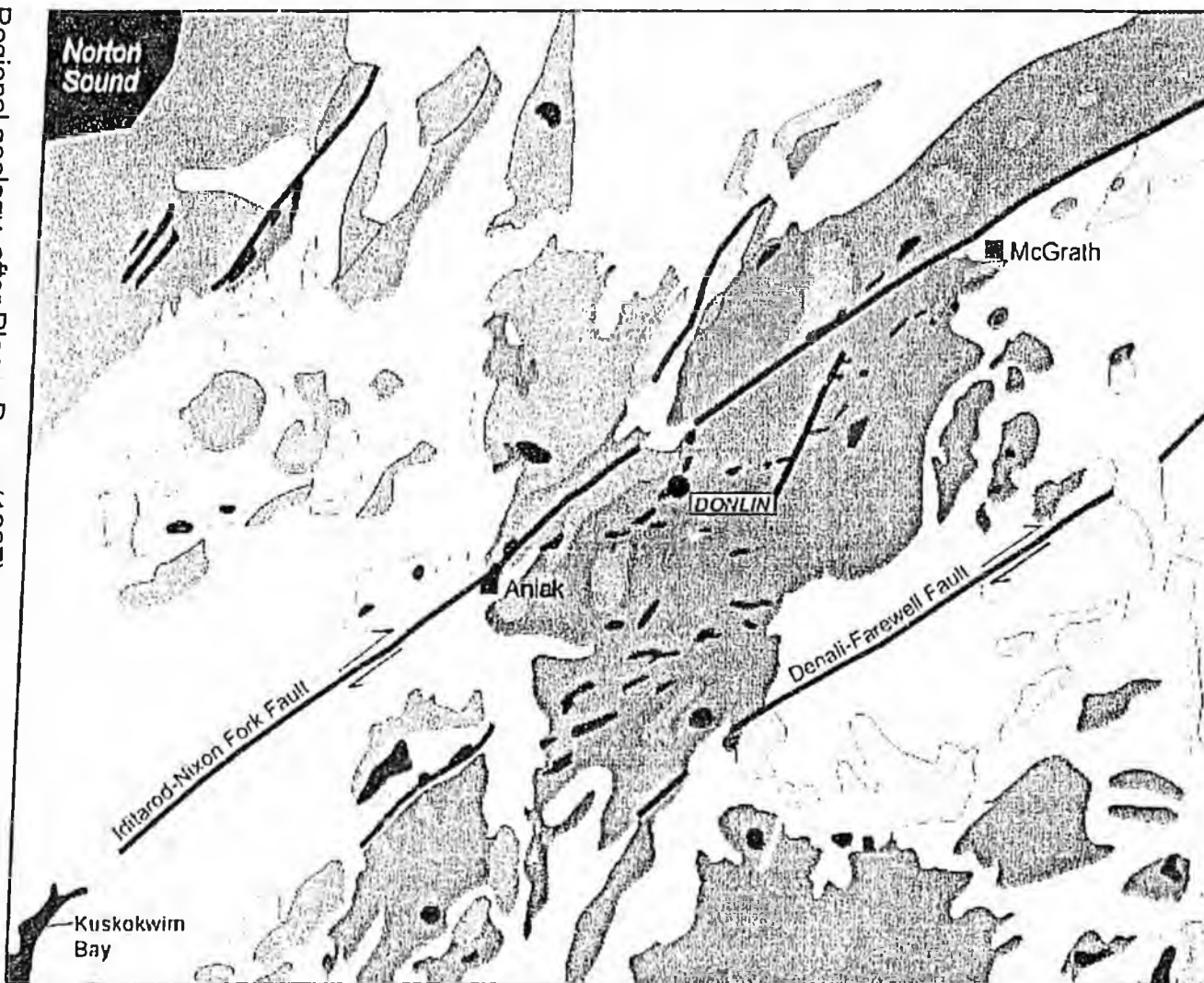
Geological Setting

The Donlin Creek property lies within an area dominated by Cretaceous age Kuskokwim Group sedimentary rocks. These sedimentary rocks consist primarily of sandstone, siltstone and shale. Late Cretaceous to early Tertiary granitic plutonic and volcanic rocks locally intrude the Kuskokwim Group rocks (see figure 4). At Donlin Creek a series of these granitic intrusive rocks called rhyodacite occur over a 6 mile (10 km) long area and are associated with the known gold mineralization (see figure 5). The main resource area occurs on the south end of the property where two different orientations of granitic intrusive bodies come together.

Drilling in this area has defined the current 11 million ounce gold resource. This resource estimate is based on a total of 401,020 feet (122,231 meters) of sampling, comprised of 287,306 feet (87,571 meters) of core samples in 361 drill holes, 43,711 feet (13,323 meters) of reverse circulation samples in 117 drill holes and 70,000 feet (21,337 meters) of surface trench samples (Figure 3).

SOUTHWEST ALASKA Regional Geologic Map

Figure 4. Regional geology, after Placer Dome (1997).



EXPLANATION

-  Tertiary sediments
-  Volcanic plutonic complex (LK-ET)
-  Volcanic fields (LK-ET)
-  Granite porphyry complex (LK-ET)
-  Kuskokwim Group
-  Yukon-Koyukuk flysch basin
-  Pericratonic terranes
-  Oceanic terranes
-  Cratonic terranes
-  Arc related and flyschoid terranes
-  Right-lateral faults



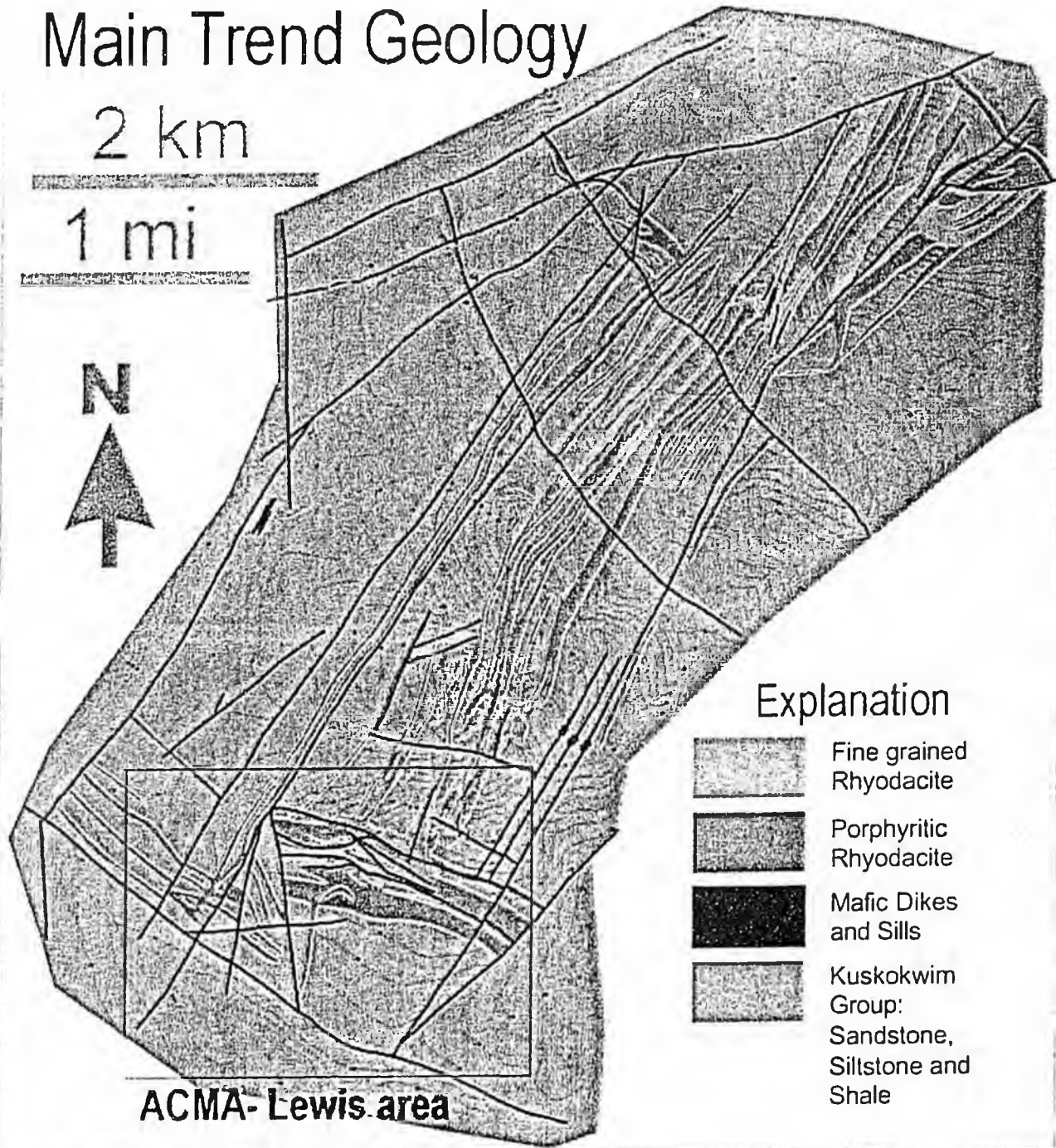
100 Kilometers



Main Trend Geology

2 km

1 mi



ACMA- Lewis area

Figure 5. Geology of the Donlin Creek main trend, after Placer Dome (2000).

Project Development Scenario

Mining

The scale of the mining operation is envisioned to be between 4,000 and 8,000 tonnes of ore per day (t/d). The project would have at least 10 years of mine life with an average grade of 5 grams per tonne (g/t) (0.15 oz/t). Based on the experience of other similar gold deposits this could easily extend out to 25 years or more as additional gold is discovered nearby.

The mine would operate as a conventional open pit operation. The total material mined will range between 40,000 and 100,000 tonnes per day (15 million and 35 million tonnes per year) and produce between 250,000 to 415,000 ounces of gold per year. The unmineralized rock material would be placed adjacent to the tailings dam.

The size of the equipment fleet and capacity of the individual units will vary depending upon the throughput rate. It will likely include two or three blasthole drills, a hydraulic shovel with bucket capacity in the 15 m³ to 25 m³ range, two wheel loaders (10 m³ or 20 m³), eight to twelve haulage trucks (140 to 180 tonne capacity), and support equipment such as wheel dozers, bulldozers and motor graders.

The mine operations will require a fairly large contingent of employees, including experienced equipment operators and heavy duty mechanics, operator trainees and mechanic apprentices, engineers, geologists and other technical support staff. Depending on the scenario chosen, we expect the total staffing, based on a 2 week in, 1 week out rotation to be between 110 and 140 people.

Ore Processing

The current scenario focuses on developing the shallower and higher-grade ore zones first to keep mining and initial capital costs economic. After the first few years of operation the objective would be to scale up the project to increase production through the development of deeper mineralized material.

Ore from the mining operation would be dumped from the haul trucks into a primary crusher near the process plant and then conveyed to the mill. The ore would then be finely ground and the gold bearing sulfide minerals would be separated from the rock material by flotation into a concentrate.

The sulfide concentrate would then be oxidized using pressure-oxidation in an autoclave. The autoclave residue would then be leached with cyanide in a conventional carbon-in-leach system. The gold-cyanide solution would then be fed into a series of electro-winning cells, where the gold would be recovered onto stainless steel wool. The cyanide would be destroyed and the process water recycled back into the system for re-use.

The gold-impregnated steel wool will then be fed to a standard induction furnace to produce gold doré bullion on site.

Given the mechanical complexity of an autoclave based process, the plant operation will require a relatively large contingent of skilled employees, including experienced plant operators and mechanics, operator trainees and mechanic apprentices, engineers, metallurgists and other technical support staff. Depending on the scenario chosen, we expect the total plant staffing, based on a 2 week in, 1 week out rotation to be about 74 process and 44 maintenance employees.

The operation would also require a substantial General and Administration workforce which would include skilled personnel in management, accounting, human resources, safety and security, environmental monitoring, purchasing and warehousing, and site maintenance.

In addition, to support the pressure-oxidation process, a separate oxygen plant would be required and would likely be operated by an independent contractor.

A possible alternative scenario to be considered would be to ship the gold bearing sulfide concentrate to an off-site smelter. This has the advantage of reducing the initial capital costs, but results in a higher per ounce processing cost due to shipping and smelter charges.

With the exception of the primary crusher, leach and neutralization tanks and thickeners, the grinding, flotation, autoclave and refinery facilities will be fully contained within an enclosed and heated process building. The plant facilities would require substantial support infrastructure, including tailings disposal, water supply, power generation, oxygen plant, laboratory, site accommodations and ancillary facilities.

Infrastructure

The Donlin Creek mine will require substantial infrastructure to support its operation. As this site is located in an undeveloped area of Alaska, most of this infrastructure will have to be constructed as part of the mine's development. The infrastructure can be split into two main areas: transportation and on-site.

Transportation Infrastructure

The Kuskokwim River would serve as the main transportation artery. Supplies would be barged up the river to a marine facility near the village of Crooked Creek. This site would have a barge dock and the on-shore facilities would include a large lay-down yard and sufficient fuel storage for operations. Access to the marine facility would be with a 15 mi (25 km) all-season road within the currently designated access corridor that parallels Crooked Creek. This enhanced marine facility could also be used to support the requirements of the village of Crooked Creek (see figure 2).

Aircraft will provide secondary transportation support for personnel rotations, emergency airlifts, and supply of perishable foodstuffs.

On-site Infrastructure

A compact site layout plan has been designed that incorporates all the infrastructure necessary to support a major mine development, including tailings disposal, airstrip, electrical power generating plant, water supply, fuel storage, and accommodations for the operations staff (see figure 6). These facilities would be constructed along a ridge located south of the deposits. The tailings impoundment facility would be located east of the mine and would have a very large capacity that could accommodate future expansion.

Power for the operation is likely to be on-site diesel generation. This type of plant is common at other remote mines, such as Red Dog, and employs a well-known and reliable technology. Based on the size range of the process plant throughput, we expect the power plant capacity to range between 15 MW and 25 MW. The units will incorporate heat recovery from the engine jackets and the exhaust stacks; this recovered energy will be used to heat the site buildings. The fuel storage tanks will be located near the power plant. The power generation for the project would be anticipated to be integrated into a regional power network. Future mine expansion would likely hinge on additional power generation capacity being developed in the region and transported to the mine.

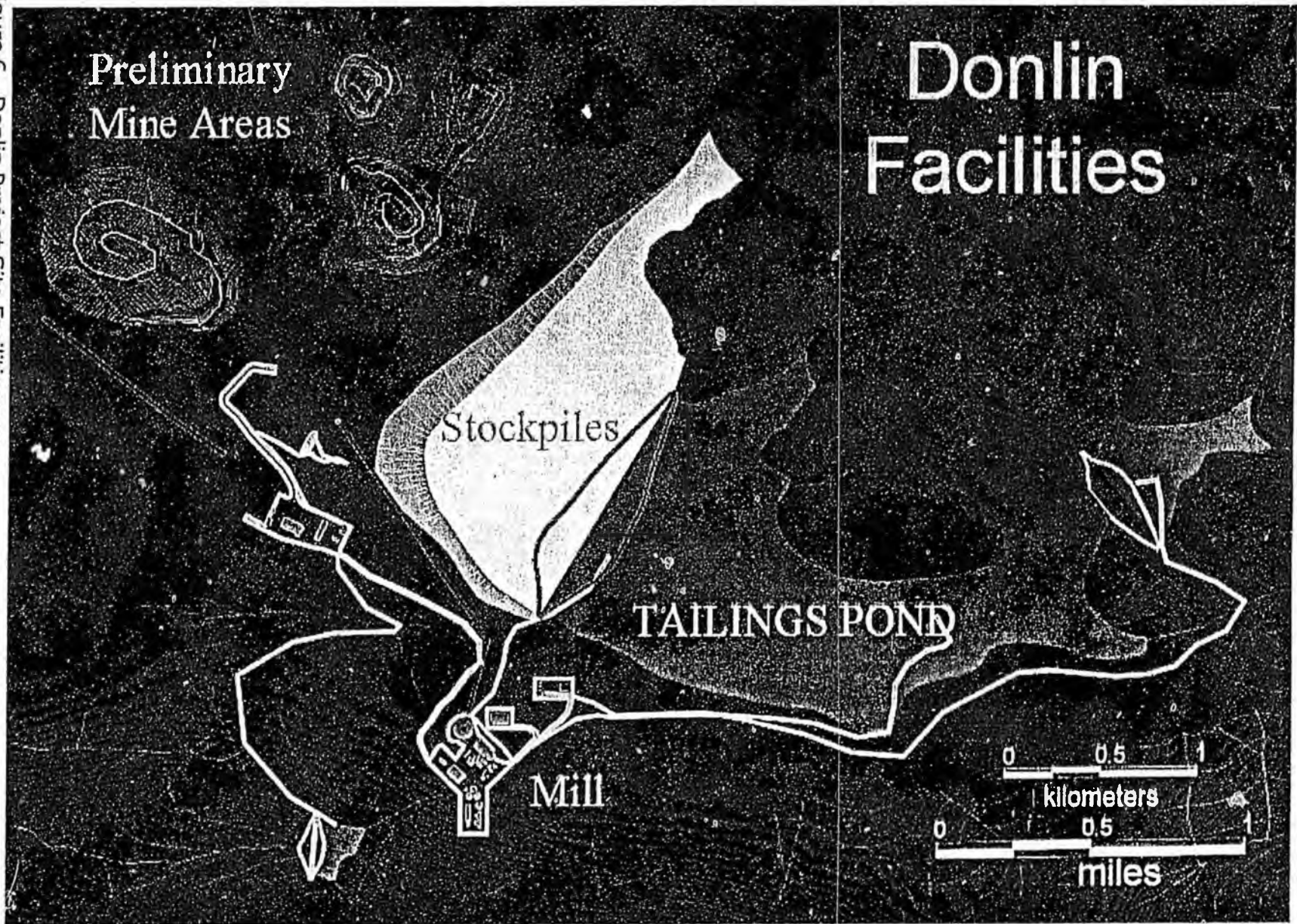
Regional Economic Benefits

The direct and indirect economic benefits to the Kuskokwim region would be significant. The initial construction phase of the project alone would employ as many as 500 people directly at the mine and cost between \$200 and \$400 million. Additional employment opportunities would also be created during the construction and later operation of the needed access roads, marine facilities, oxygen plant and power plant.

Once in operation, the currently envisioned mine would employ between 450 and 600 fulltime skilled employees with annual salaries totalling \$25 and \$30 million. Total annual operating expenditures at the mine would directly put another \$50 to \$80 million dollars into the economy. State labor economist Brigitta Windisch-Cole, has said "500 more jobs in the Bethel region would increase the area's employment by 13 percent. In addition, the average wages in the gold mining industry are \$49,000 per year, nearly twice the current average wage in the area."

Significant short term and longer term economic benefits to the region would be derived by the enhancement of the regional transportation infrastructure and the development of a regional power grid. New local business opportunities would be created that may include power generation, oxygen production, fuel storage, trucking and barge transportation, security and medical services, and supplies for the ongoing operations. In addition, by lowering the cost of transport and energy within the region other new mining and business opportunities may also become economically viable.

Figure 6. Donlin Project Site Facilities map.



HB 502 Version T

Changes from last version:

1. Deleted all material from HB 473 that had been combined into HB 502
2. Revised funding: (section 3)

Community Transportation Program is back up to 33% from 32%
Rustic Roads is down to 4% from 5%

3. Implements "Economic Development Roads" (Section 4)

This section is similar to "HB 8, Road Task Force." Instead of creating a task force, this section requires DOT to produce a report on roads that are important to the economic development of the state (those appearing in HB 8) without designating them as rustic roads now. The report is to identify project costs, problems, and a possible time and funding schedule. The report will also recommend which of the funding categories under which each project should be included.

22-LS0822\T
Utermohle
4/15/02

CS FOR HOUSE BILL NO. 502(TRA)
IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTY-SECOND LEGISLATURE - SECOND SESSION

BY THE HOUSE TRANSPORTATION COMMITTEE

Offered:
Referred:

Sponsor(s): HOUSE TRANSPORTATION COMMITTEE

A BILL

FOR AN ACT ENTITLED

1 "An Act relating to transportation facilities of the state highway system; relating to the
2 statewide transportation improvement program and to rustic roads, highways, and
3 trails; relating to a study of economic development roads; and providing for an effective
4 date."

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

6 * Section 1. AS 19.10.020 is amended to read:

7 Sec. 19.10.020. Designation of state highway system. The department may
8 designate, locate, create, and determine what transportation facilities [HIGHWAYS]
9 constitute the state highway system. The state highway system includes
10 transportation facilities within the following program categories

11 (1) highways that are included within the national highway system
12 under the requirements of 23 U.S.C. 134;

13 (2) the Alaska highway system; and

14 (3) state-owned and maintained highways and transportation

1 related facilities [IN DESIGNATING, LOCATING, CREATING, AND
2 DETERMINING THE SEVERAL ROUTES OF THE STATE HIGHWAY SYSTEM,
3 THE DEPARTMENT SHALL STRIVE TO ATTAIN THE PURPOSES AND
4 OBJECTIVES SET OUT IN AS 19.05.125].

5 * Sec. 2. AS 19.10 is amended by adding a new section to read:

6 **Sec. 19.10.075. Designation of rustic roads, highways, and trails; funding.**

7 (a) A rustic road or highway is an unpaved road or highway that has been designated
8 as a rustic road or highway by the legislature. A rustic trail is an unpaved trail or
9 pathway used for access to a place for economic, historical, or recreational purposes
10 that has been designated as a rustic trail by the legislature. The department shall plan,
11 design, construct, and maintain a rustic road, highway, or trail according to
12 appropriate planning, design, construction, maintenance, and safety standards for
13 unpaved roads, highways, and trails. The department may not pave a rustic road,
14 highway, or trail.

15 (b) The department may nominate an unpaved road, highway, or trail or a
16 portion of an unpaved road, highway, or trail for designation as a rustic road, highway,
17 or trail by the legislature. The department may solicit recommendations and
18 comments from the public regarding unpaved roads, highways, or trails to be
19 nominated for designation as rustic roads, highways, and trails. The department may
20 also nominate, and solicit recommendations to nominate, designated rustic roads,
21 highways, and trails to be removed from the list of rustic roads, highways, and trails
22 designated by the legislature.

23 (c) The following roads, highways, and trails are designated as rustic roads,
24 highways, and trails:

25 (1) the portions of the Denali Highway that are not paved on the
26 effective date of this Act;

27 (2) the portion of the Hatcher Pass Road from milepost 18 to milepost
28 25;

29 (3) the portion of the Copper River Highway from milepost 18 to
30 milepost 49, including the Million Dollar Bridge (bridge number 0206).

31 (d) The department shall establish a program to develop rustic trails. The

1 department shall emphasize the development of rustic trails with the participation of
2 local nonprofit historical, recreational, and other trail development organizations.

3 (e) The department shall incorporate projects for the planning, design,
4 construction, and maintenance of rustic roads, highways, and trails into the statewide
5 transportation improvement program under AS 19.10.155. The department shall
6 evaluate rustic road and highway projects based on whether the project will promote
7 economic development, the amount of the contribution for the project made from
8 public and private sources, other than the state or federal governments, and the status
9 of environmental approval for the project. The department shall evaluate rustic trail
10 projects based on the amount of support for and contribution to the project by private
11 nonprofit historical, recreational, or other trail development organizations.

12 * Sec. 3. AS 19.10 is amended by adding a new section to read:

13 Sec. 19.10.155. Statewide transportation improvement program. (a) The
14 department shall develop and adopt a statewide transportation improvement program
15 to schedule the expenditure of funds for designated surface transportation projects for
16 the three fiscal years following the adoption of the program by the department.

17 (b) The statewide transportation improvement program must include projects
18 within the following categories:

- 19 (1) national highway system;
- 20 (2) Alaska highway system;
- 21 (3) community transportation system;
- 22 (4) trails and recreational access for Alaska system;
- 23 (5) rustic road system.

24 (c) In developing the statewide transportation improvement program, the
25 department shall estimate the annual amount of the nonrestricted apportionments of
26 federal funds, excluding necessary costs, for the purpose of allocating the remaining
27 funds among statewide transportation improvement program categories as follows:

28 (1) 48 percent to the national highway system; one percent of the
29 amount allocated to the national highway system shall be further allocated for
30 coordinated public transportation;

31 (2) at least seven percent to the Alaska highway system;

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- (3) at least 33 percent to the community transportation system;
- (4) at least five percent to the trails and recreational access for Alaska system; and
- (5) at least four percent to the rustic road system.

(d) Notwithstanding (c) of this section, the department may transfer funds allocated to the national highway system to the Alaska highway system, if the commissioner determines that the transfer is in the best interest of the state.

(e) Notwithstanding (c) and (d) of this section, the department may amend an adopted statewide transportation improvement program as necessary to accommodate

- (1) a change in the amount of funds available for a project;
- (2) emergency requirements;
- (3) unanticipated delays in completion of a project or a phase of a project;
- (4) a change in the scope, cost, or development of a project; or
- (5) the best interest of the state.

(f) The commissioner shall document in writing a decision made under (d) or (e) of this section on the basis of the best interest of the state. The documentation of the decision must address matters significant to the state that affected the decision of the commissioner.

(g) In this section,

(1) "Alaska highway system" means existing or planned highway facilities that are of statewide significance that are not included in the national highway system; "Alaska highway system" includes marine vessels and facilities of the Alaska marine highway system that are not included in the national highway system, vessels and facilities owned and operated by political subdivisions of the state that provide surface transportation services between communities in the state, and roads identified by the department by regulation;

(2) "community transportation system" means existing or planned surface transportation facilities of local or regional significance that are owned by the state or a political subdivision of the state, that do not qualify for inclusion in the national highway system, and that are not included in the Alaska highway system;

1 (3) "coordinated public transportation" means public and private
2 transportation services provided to elderly persons, persons with disabilities, and the
3 general public;

4 (4) "rustic road system" means unpaved roads, highways, and trails
5 that have been designated as rustic roads, highways, and trails by law;

6 (5) "trails and recreational access for Alaska system" means those
7 surface transportation projects that qualify for funding under the Land and Water
8 Conservation Fund Act of 1965 (16 U.S.C. 4601-4 - 4601-11), as amended, the federal
9 recreational trails program (23 U.S.C. 206), as amended, or the Intermodal Surface
10 Transportation Efficiency Act of 1991 (P.L. 102-240; 105 Stat. 1914), as amended.

11 * Sec. 4. The uncodified law of the State of Alaska is amended by adding a new section to
12 read:

13 STUDY OF ECONOMIC DEVELOPMENT ROADS. (a) The commissioner of
14 transportation and public facilities shall identify roads that are important to the future
15 economic development of the state, study the feasibility of developing or upgrading those
16 roads in order to promote the future economic development of the state, research existing
17 plans to develop or upgrade those roads, determine the availability and source of funds to
18 develop or upgrade those roads, review alternative funding sources for ongoing maintenance,
19 and establish a priority ranking for projects to develop or upgrade roads identified by the
20 commissioner. The commissioner shall also recommend a schedule of appropriations, subject
21 to the availability of federal or other funds, for projects to develop or upgrade the roads and to
22 acquire rights-of-way identified as important to the future economic development of the state.

23 (b) The commissioner shall place particular emphasis on reviewing the following road
24 projects to determine whether the road projects should be identified as important to the future
25 economic development of the state and whether the road projects should be nominated for
26 designation as rustic roads, highways, or trails by the legislature under AS 19.10.075, added
27 by sec. 2 of this Act:

28 (1) Williamsport Road from Iliamna Bay to Pile Bay;

29 (2) a road to the Pogo Mine;

30 (3) Rock Creek Road in the Nome area;

31 (4) a road to Tazlina Lake;

- 1 (5) a road from Wasilla to Tyonek;
- 2 (6) a road along the west shore of Cook Inlet;
- 3 (7) a road to Nome;
- 4 (8) a road to Ruby;
- 5 (9) a road to Fort Yukon;
- 6 (10) Donlin Creek Road;
- 7 (11) a road to Dillingham;
- 8 (12) a road around the northern end of Lake Iliamna;
- 9 (13) upgrading the Dalton Highway;
- 10 (14) a road from Rampart to Eureka;
- 11 (15) a road from Ruby to McGrath;
- 12 (16) a road from Healy to the Richardson Highway;
- 13 (17) a road from Ruby to Takotna;
- 14 (18) a road from Takotna to Flat to Crooked Creek;
- 15 (19) Tonsina North Access Road;
- 16 (20) a road from Juneau to Atlin, British Columbia;
- 17 (21) a road from the Dalton Highway west to the Ambler copper district;
- 18 (22) Bradfield Canal Road;
- 19 (23) Shelter Cove Road;
- 20 (24) Chena/Circle Hot Springs Loop;
- 21 (25) a road across Cleveland Peninsula;
- 22 (26) any other road that the commissioner finds merits review.

23 (c) Funding to perform the duties assigned to the commissioner under this section
24 may be allocated to the commissioner under the rustic road system category of the statewide
25 transportation improvement program.

26 (d) The commissioner shall submit a written report of the commissioner's findings
27 and recommendations to the legislature and the governor before the Second Regular Session
28 of the Twenty-Third Alaska State Legislature convenes.

29 * Sec. 5. The uncodified law of the State of Alaska is amended by adding a new section to
30 read:

31 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM;

1 APPLICABILITY. AS 19.10.155, added by sec. 3 of this Act, applies to statewide
2 transportation improvement programs prepared by the Department of Transportation and
3 Public Facilities beginning with the statewide transportation improvement program prepared
4 for 2004.

5 * Sec. 6. This Act, this Act takes effect immediately under AS 01.10.070(c).

FISCAL NOTE

STATE OF ALASKA
2002 LEGISLATIVE SESSION

Fiscal Note Number: _____
 Bill Version: HB 502
 () Publish Date: _____

Revision Date/Time (Note if correction): _____ Dept. Affected: DOT&PF
 Title *An Act relating to the designation of BRU Highway and Aviation
and funding for rustic roads and hways Component Highways and Aviation
 Sponsor House Transportation
 Requester House Transportation Component No. 564 & 2068

Expenditures/Revenues (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES	***	***	***	***	***	***
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CHANGE IN REVENUES ()						
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FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2002) cost: 0.0

Check this box (X) if funding for this bill is included in the Governor's FY 2003 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

*** This bill will reallocate approximately \$15 million annually from the TRAAK program to a new rustic roads program. Since the bill will prevent the department from paving these roads as planned, the department will not realize savings to maintenance costs associated with the paving of these roads.

Prepared by: Dennis R. Poshard, Assistant to Commissioner
 Division: Commissioner's Office
 Approved by: Joseph L. Perkins, Commissioner
 Agency: Alaska Department of Transportation and Public Facilities

Phone 465-3904
 Date/Time 3/5/02 11:24 AM
 Date 3/5/2002

What does HB 502 Accomplish ?

The intent of HB 502 is to provide new policy direction to the Department of Transportation. Specifically:

- Establishes the percentages of total funding (excepting the Marine Highway System) into five (5) funding categories.
- Places less emphasis on the TRAAK program, but allows funding to be used for remote trails, thereby increasing recreational opportunities thereby lessening the pressure on existing recreational areas.
- DOT has not constructed any new roads that provide for economic development, despite having the authority to do so. Existing roads are always prioritized over new roads (regardless if they are in urban or rural areas).

HB 502 provides a funding category and directs DOT to plan new dirt roads that would provide access to stimulate the economy. **The Legislature will finally have direct input into funding for economic development roads!**

- Provides a funding source for small but significant transportation links to remote small communities, such as an access road for a barge landing. This will greatly reduce the costs of living in remote areas and will result in lessening State subsidies to those communities.
- Establishes an annual fund source for Coordinated Transportation Systems from the National Highway System funds (specific earmarked Congressional funds are in danger of disappearing). HB 502 would provide approximately \$2 million annually.

Millie Ryan, Executive Director of the Governor's Council, gave testimony heard by the committee on March 19. She provided information on the savings realized by the state from the existence of the Coordinated Transportation System: a) saves the state \$15 million in nursing home costs, b) provides transportation for Welfare-to-Work (\$11,076/family of three) and Adult Public Assistance (\$4,344 each) participants, thereby saving the state funds when people move off public assistance rolls.

(Recommended by and supported by the Governor's Council on Disabilities and Special Education, and the Alaska Mobility Coalition)

Alaska State Legislature

House of Representatives



Transportation Committee

HEARING PACKET

For

Tuesday March 19, 2002

At the request of some committee members at the March 12 meeting, HB473 and HB502 have been consolidated into one committee substitute bill, CS HB502 (TRA).

The content of HB473 is now in Sections 4 and 5 of CS HB502. Changes made to HB473 include:

Section 4 now has a project cost threshold of \$1 million (projects less than that will be exempt from the cost-benefit ratio re-analysis)

Section 5 now only requires that DOT submit a written justification for projects not meeting the "1" cost-benefit ratio in the capital budget request. This will provide information to the Legislature while assessing the capital budget.

HB502 has changed significantly.

1. The primary major change is the inclusion of draft DOT regulations into statute. This accomplishes setting the funding percentages to each funding category. The changes to the DOT regulations are in **Section 3:**

page 3, line 24 now includes a specific rustic road funding category

page 3, line 30 the Alaska highway system went from 8% to 7%

page 3, line 31 the community transportation system funding went from 33% to 32%

page 4, line 1, TRAAK funding went from 8% to 5%

page 4, line 3, 5% funding to go to new Rustic Road category

page 3, lines 27-29, one percent of the national highway funds is to be allocated for coordinated public transportation **NOTE:** definition added page 4, line 15

HB 502
PamFILE

HEARING PACKET

For

Tuesday March 19, 2002

Changes to HB 502 (continued)

2. Title Change

There are two changes:

- a. Titles of the two bills were combined
- b. Rustic **"Trails"** was added

3. Section 2 adds "trails" to the rustic road category. This allows DOT to establish an unpaved trails program. With funding allocated to the rustic roads category, rustic trails will have a funding source. This will enhance access in rural areas.

22-LS0822\B
Utermohle
3/19/02

CS FOR HOUSE BILL NO. 502(TRA)
IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTY-SECOND LEGISLATURE - SECOND SESSION

BY THE HOUSE TRANSPORTATION COMMITTEE

Offered:
Referred:

Sponsor(s): **HOUSE TRANSPORTATION COMMITTEE**

A BILL
FOR AN ACT ENTITLED

1 "An Act relating to the designation of and funding for surface transportation categories
2 under the statewide transportation improvement program and to rustic roads,
3 highways, and trails; establishing a date for submission of the long-range transportation
4 plan to the legislature; providing for an update of the cost and benefit analysis of certain
5 transportation projects; relating to the benefit to cost ratio for transportation projects;
6 and providing for an effective date."

7 **BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:**

8 * **Section 1.** AS 19.10.020 is amended to read:

9 **Sec. 19.10.020. Designation of state highway system.** The department may
10 designate, locate, create, and determine what highway facilities [HIGHWAYS]
11 constitute the state highway system. The state highway system includes highway
12 facilities within the following program categories

13 (1) highways that are included within the national highway system

1 under the requirements of 23 U.S.C. 134;

2 (2) the Alaska highway system; and

3 (3) state-owned and maintained highways and transportation
4 related facilities [IN DESIGNATING, LOCATING, CREATING, AND
5 DETERMINING THE SEVERAL ROUTES OF THE STATE HIGHWAY SYSTEM,
6 THE DEPARTMENT SHALL STRIVE TO ATTAIN THE PURPOSES AND
7 OBJECTIVES SET OUT IN AS 19.05.125].

8 * **Sec. 2.** AS 19.10 is amended by adding a new section to read:

9 **Sec. 19.10.075. Designation of rustic roads, highways, and trails; funding.**

10 (a) A rustic road or highway is an unpaved road or highway that has been designated
11 as a rustic road or highway by the legislature. A rustic trail is an unpaved trail or
12 pathway used for access to a place for economic, historical, or recreational purposes
13 that has been designated as a rustic trail by the legislature. The department shall plan,
14 design, construct, and maintain a rustic road, highway, or trail according to
15 appropriate planning, design, construction, maintenance, and safety standards for
16 unpaved roads, highways, and trails. The department may not pave a rustic road,
17 highway, or trail.

18 (b) The department may nominate an unpaved road, highway, or trail or a
19 portion of an unpaved road, highway, or trail for designation as a rustic road, highway,
20 or trail by the legislature. The department may solicit recommendations and
21 comments from the public regarding unpaved roads, highways, or trails to be
22 nominated for designation as rustic roads, highways, and trails.

23 (c) The following roads, highways, and trails are designated as rustic roads,
24 highways, and trails:

25 (1) the portions of the Denali Highway that are not paved on the
26 effective date of this Act;

27 (2) the portion of the Hatcher Pass Road from milepost 18 to milepost
28 25;

29 (3) the portion of the Copper River Highway from milepost 18 to
30 milepost 49, including the Million Dollar Bridge (bridge number 0206);

31 (4) Donlin Creek - Crooked Creek Road.

1 (d) The department shall establish a program to develop rustic trails. The
2 department shall emphasize the development of rustic trails with the participation of
3 local nonprofit historical, recreational, and other trail development organizations.

4 (e) The department shall incorporate projects for the planning, design,
5 construction, and maintenance of rustic roads, highways, and trails into the statewide
6 transportation improvement program under AS 19.10.155. The department shall
7 evaluate rustic road and highway projects based on whether the project will promote
8 economic development, the amount of the contribution for the project made from
9 public and private sources, other than the state or federal governments, and the status
10 of environmental approval for the project. The department shall evaluate rustic trail
11 projects based on the amount of support for and contribution to the project by private
12 nonprofit historical, recreational, or other trail development organizations.

13 * **Sec. 3.** AS 19.10 is amended by adding a new section to read:

14 **Sec. 19.10.155. Statewide transportation improvement program.** The
15 department shall develop a statewide transportation improvement program to schedule
16 the expenditure of funds for designated surface transportation projects for the three
17 fiscal years following the adoption of the program by the department.

18 (b) The statewide transportation improvement program must include projects
19 within the following categories:

- 20 (1) national highway system;
21 (2) Alaska highway system;
22 (3) community transportation system;
23 (4) trails and recreational access for Alaska system;
24 (5) rustic road system.

25 (c) The department shall annually allocate appropriated federal funds among
26 the statewide transportation improvement program categories as follows:

- 27 (1) 48 percent to the national highway system; one percent of the
28 amount allocated to the national highway system shall be further allocated for
29 coordinated public transportation;
30 (2) at least seven percent to the Alaska highway system;
31 (3) at least 32 percent to the community transportation system;

1 (4) at least five percent to the trails and recreational access for Alaska
2 system; and

3 (5) at least five percent to the rustic road system.

4 (d) Notwithstanding (c) of this section, the department may transfer funds
5 allocated to the national highway system to the Alaska highway system, if the
6 commissioner determines that the transfer is in the best interest of the state.

7 (e) In this section,

8 (1) "Alaska highway system" means existing or planned highway
9 facilities that are of statewide significance that are not included in the national
10 highway system. "Alaska highway system" includes marine vessels and facilities of
11 the Alaska marine highway system that are not included in the national highway
12 system, vessels and facilities owned and operated by political subdivisions of the state
13 that provide surface transportation services between communities in the state, and
14 roads identified by the department by regulation;

15 (2) "community transportation system" means existing or planned
16 surface transportation facilities of local or regional significance that are owned by the
17 state or a political subdivision of the state, that do not qualify for inclusion in the
18 national highway system, and that are not included in the Alaska highway system;

19 (3) "coordinated public transportation" means public and private
20 transportation services provided to elderly persons, persons with disabilities, and the
21 general public;

22 (4) "rustic road system" means unpaved roads, highways, and trails
23 that have been designated as rustic roads, highways, and trails by law;

24 (5) "trails and recreational access for Alaska system" means those
25 surface transportation projects that qualify for funding under the Land and Water
26 Conservation Fund Act of 1965 (16 U.S.C. 4601-4 - 4601-11), as amended, the federal
27 recreational trails program (23 U.S.C. 206), as amended, or the Intermodal Surface
28 Transportation Efficiency Act of 1991 (P.L. 102-240; 105 Stat. 1914), as amended.

29 * Sec. 4. AS 44.42.050(a) is amended to read:

30 (a) The commissioner shall develop annually a comprehensive, intermodal,
31 long-range transportation plan for the state. In developing and revising the state plan,

1 the commissioner shall consider means and costs of improving existing modes and
2 facilities, state and federal subsidies, and the costs and benefits of new transportation
3 modes and facilities. The commissioner shall also consider the recommendation of the
4 Alaska Transportation Planning Council. The plan shall be submitted to the governor
5 for review and approval and submitted by the governor to the legislature by
6 December 15 of each year.

7 * Sec. 5. AS 4⁴ 42.050 is amended by adding new subsections to read:

8 (e) The commissioner shall update each analysis of the costs and benefits of
9 new transportation projects, including trail and transportation enhancement projects,
10 prepared under (a) of this section to reflect increased preconstruction, construction,
11 and maintenance costs of the project identified during preconstruction planning for the
12 project. If (1) the initial costs of preconstruction planning, including preliminary
13 engineering and design and environmental assessment or impact analysis, for a new
14 large surface transportation project have increased by more than 50 percent since the
15 initial project agreement to pay those costs for the project was entered into with the
16 Federal Highway Administration, or (2) more than three years have elapsed without
17 commencing construction of a large surface transportation project since the initial
18 approval of the project by the legislature, then the commissioner may neither submit a
19 preliminary design or environmental document to the Federal Highway Administration
20 for approval nor contract for additional preliminary engineering and final design of the
21 project, for the purchase of right-of-way for the project, or for construction of the
22 project until the commissioner has included an updated analysis of the costs and
23 benefits of the project in the next annual update of the state transportation plan
24 submitted to the legislature under (a) of this section and the legislature has had the
25 opportunity to review changes in the costs and benefits of the project and approve, or
26 rescind prior approval of, the project during its consideration of the capital projects
27 budget after the updated state transportation plan is received by the legislature. In this
28 subsection, "large surface transportation project" means a surface transportation
29 project estimated to cost \$1,000,000 or more to complete.

30 (f) Transportation projects that have a benefit-to-cost ratio greater than one are
31 presumed efficient and projects that have a benefit-to-cost ratio of less than one are

1 presumed inefficient. The governor may not include an inefficient transportation
2 project in a capital budget bill under AS 37.07.062 unless the bill is accompanied by a
3 written analysis of the costs and benefits of the project and a detailed justification for
4 the project. The governor shall provide the analysis and justification for the project to
5 the legislature in order to aid the legislature in assessing the merits of the project.

6 * **Sec. 6.** This Act takes effect immediately under AS 01.10.070(c).

Governor's Council on Disabilities & Special Education

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Mission

The mission of the Council is to create change that improves the independence, productivity and inclusion into the community for people with developmental disabilities and students in special education.

The Council plans, evaluates, and promotes programs for people with disabilities. It is composed of 28 members appointed by the Governor who are people with disabilities, parents and the representatives of principal State agencies and private providers that deliver services or supports.

Effective management of any large, complex service system requires access to data, strategic planning, and program development capabilities. People with disabilities and their advocates turn to state government and the legislature for continued leadership in meeting their needs for long term care and in-home supports. The Council provides the system with a constructive process that connects the public with policymakers to ensure the thoughtful development of an efficient service delivery system.

Primary Programs and Responsibilities:

In Alaska the Council is responsible for interdepartmental planning and coordination of services to persons with substantial disabilities. Under the Individuals with Disabilities Education Act, the Council serves as Alaska's Special Education Advisory Committee. The Council is also the Interagency Coordinating Council for Infants and Toddlers with Disabilities. Members of the Council act as the Board of Directors for the Special Education Services Agency that provides consultation to rural districts regarding the education of students with severe or multiple disabilities. The council makes recommendations to the Alaska Mental Health Trust Authority that result in funding services that benefit people with developmental disabilities.

Major issues:

The Council is focused on improving the quality of early intervention, special education and community services to people with disabilities. We advocate to reduce the number of people on wait lists for services and influence the development of long term care and in-home supports. Working with state agencies and the private sector, the Council carries out initiatives to eliminate the barriers experienced by people with disabilities in finding and keeping jobs that allows people to achieve independence from government supported benefits.

Accomplishments:

Long Term Care and In-home Supports: As a result of the Council's planning, advocacy and the ability to forge coalitions, Alaskans receive individualized services in the community.

services are financed by Medicaid waivers that were designed by the Council or with state funds. There are no private or state operated ICF/MR facilities in the state. Savings realized from closing the ICF/MRs were captured and followed the residents into the community.

Self Determination and Empowerment:

In April, 1998 Alaska hosted the International People First, Self Advocacy Conference. 1000 people with disabilities from nearly 18 countries attended. A focal point of the Conference was on the United Nations' Resolutions to improve the lives of people with disabilities throughout the world. Joe Pichler, Conference Chair and a Consumer Representative on the Council, was selected by the Governor as an Alaskan of the Year.

Employment:

Using funds secured from the Alaska Mental Health Trust and a grant from the US Office of Special Education, the Council is working to reduce the barriers and disincentives that people with disabilities face in getting and keeping jobs. The Council piloted the creation of enterprises to be owned or operated by people with disabilities and developed training in grant writing and fundraising for organizations serving people with disabilities.

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ALASKA MOBILITY COALITION

Introduction

The Alaska Mobility Coalition is a statewide coalition of individuals and organizations formed to achieve mobility through community transportation systems for residents and visitors of Alaska. The Coalition's goals are to ensure:

- Improved and stable operating and capital funding for existing community transportation systems and services available to the public
- Safe and cost-effective rides to meet local, regional and state mobility needs
- New sustainable, coordinated community transportation

Need

Alaska has serious community transportation needs, which prevent many Alaskans with disabilities, low-income individuals, seniors, youth and members of the general public from being employed and participating in their communities. Capital spending on transit is a small fraction of the \$500 million statewide transportation budget, and most of that money goes to ferry and rail improvements. Most local transit systems are so underfunded that their service levels are not keeping up with population increases. In Anchorage, for instance, population has increased 25 percent in the last 10 years, while transit services have decreased by 33 percent.

Traditional public transit systems exist in several Alaskan communities, including Anchorage, Fairbanks, Juneau, Ketchikan, Barrow and Metlakatla. Three Alaskan communities have relatively new coordinated community transportation systems (Kodiak, Mat-Su and Central Kenai Peninsula). No other Alaska community has a public transportation system. Although individual agencies may have accessible vehicles, the agencies restrict eligible clientele and hours of service. Services are seldom coordinated among the various agencies due a fear of loss of control and real or perceived liability concerns, insurance policy restrictions and staffing issues. In other communities, no accessible vehicles are available at all. Communities with traditional public transportation systems (Buses and ADA paratransit service) generally have limited hours of service due to a lack of resources, funding restrictions and lack of coordination with agencies that own accessible vehicles.

Overview of Existing Community Transportation Systems

Alaska is in the beginning stages of building coordinated community transportation systems in communities across the state to address these problems. The new systems in Kodiak, Mat-Su and the Central Kenai Peninsula have resulted from these efforts. Coordinated systems take existing publicly funded vehicles owned by provider agencies, centralize dispatch, increase filled seats and increase vehicle usage. Not only is efficiency increased, individual riders have access to a full menu of options such as

voucher programs or travel training. In rural areas with no public transportation, public-private partnerships are sometimes created through the use of taxi voucher programs.

The benefits to the state of Alaska include more trips for more people to go to work, participate in the community and receive medical services; lower cost per ride; improved geographic coverage; lengthened hours or days of operation through increased dispatching efficiencies; and better use of funds agencies already receive to provide transportation services.

In the coordinated transportation programs: Anchorage, central Kenai Peninsula, Kodiak and Mat-Su (see Appendix A), 294,462 individual rides were provided in January 2002, with an additional 155 individuals receiving services through a taxi voucher program on the central Kenai Peninsula and Homer. The demand for these services is much higher than anticipated. The central Kenai Peninsula, Kodiak and Mat-Su programs exceeded their monthly ridership projections by 55 percent.

Sitka will be starting its coordinated system in July 2002 and Fairbanks is in the process of expanding its current fixed-route bus service and complementary paratransit service to a fully coordinated system. Other areas where services are being coordinated or will be coordinated to some degree include Homer, Seward, Dillingham and Juneau. Other areas with expressed interest in developing coordinated transportation systems include Copper Valley, Craig and Hollis, and Ketchikan.

Introduction to Recommendations

In a time of tightening budgets and service demand that is growing at a significant rate, stable state funding to establish and operate coordinated transportation systems is essential. Across the nation, many states have passed enabling legislation to encourage communities to work together to seek federal funds and share resources. Most of these states have also established a variety of innovative ways to match federal dollars and provide community transportation. A transfer of dollars to community transportation is allowable, and is even encouraged on the federal level. It is time for Alaska to develop similar mechanisms to support communities trying to solve transportation problems.

The Alaska Mobility Coalition recommends the following funding options as viable means to establish stable state funding, either individually or in combination.

ALASKA MOBILITY COALITION STATE FUNDING RECOMMENDATIONS

Use of Funds

Funds will be used for the planning, development, improvement, operation and maintenance of coordinated community transportation systems for senior citizens, persons with disabilities and the general public. Funds may be used to match federal funds; purchase vehicles, equipment and facilities; contract for services (i.e. voucher/coupon programs); operations; and other system costs. These funds shall not be used to replace current sources of local funding.

State Funding Options

1. Percent of Highway Funds

Amend the State's existing transportation bill to establish a coordinated transportation assistance fund and require that 1.5 percent or X dollars be transferred from state highway revenues to the coordinated public transportation assistance fund. For example, at 1.5 percent of \$500,000,000, this would result in a transfer of \$7,500,000 to the coordinated public transportation assistance fund, which will minimally impact the state highway program yet significantly increase the availability of coordinated transportation within the state.

2. Fuel Tax

Dedicate all or part of the state motor fuel tax for community coordinated transportation systems. In FY01, \$26.9 million in highway motor fuel taxes was received by the state; for every one-cent increase, an additional \$3,362,500 would be generated.

APPENDIX A

OVERVIEW OF EXISTING AND PLANNED COORDINATED TRANSPORTATION SYSTEMS IN ALASKA

Alaska's Coordinated Community Transportation Systems

Development Status

- **Anchorage Coordinated System**
Operates People Mover fixed-route public bus service, AnchorRides complementary coordinated ADA paratransit and senior rides, and Share-a-Ride vanpool, with private taxi operator involvement and linking to the MASCOT system in the Mat-Su Valley. The Share-a-Ride vanpool serves Anchorage to/from Mat-Su (Wasilla/Palmer) and to/from Girdwood.
The Anchorage system provided 261,315 People Mover trips, 15,522 AnchorRides trips, and 6,843 Share-a-Ride trips—providing 283,680 total trips in January 2002.
- **CARTS – Central Area Rural Transit System (central Kenai peninsula)**
Operates public transportation including ADA paratransit service via a brokerage that coordinates rides provided by other agencies and provides some rides directly, and includes private taxi operator involvement.
Monthly ridership: planned 3,363 trips; CARTS provided 3,711 regular trips and over 800 free daycare trips for children under six traveling with an adult in January 2002.
- **KATS – Kodiak Area Transit System**
Operates KATS fixed route public bus service during morning and late afternoon rush hours, with complementary ADA paratransit service, and coordinates social service agency rides during this time and the rest of the day.
Monthly ridership: planned 1,125 trips; KATS provided 1,323 trips in January 2002.
- **MASCOT – Mat-Su Coordinated Transportation**
Operates MASCOT deviated fixed-route public bus service, complementary ADA paratransit service, and additional contracted door-to-door rides, and includes private taxi operator involvement. MASCOT links to the People Mover/AnchorRides system in Anchorage.
Monthly ridership: planned 2,480 trips; MASCOT provided 5,748 trips in January 2002.
- **Sitka's Coordinated Community Transportation System**
Will provide fixed-route public bus service, complementary paratransit service, and door-to-door service in outlying areas of the community. The system will feature a main year-round route and a shorter summer route. They have hired a director and are preparing to start services in July 2002. In their coordinated transportation plan, they project they will provide 55,600 trips annually (an average of 4,633 per month).

- **Fairbanks' Coordinated Community Transportation System**
Will broker social service agency rides to further complement existing MACS fixed-route bus service and VanTran complementary paratransit service. Has recently secured federal funding for coordinated system dispatch center.

- **Other areas**

Limited coordinated services exist in **Homer** and will begin in **Seward** during 2002. **Juneau** coordinates ADA paratransit and senior rides, does further informal interagency rides coordination, and has been through a planning process to explore development of a full coordinated system in the future.

- **Unmet needs**

- **Dillingham** is currently finalizing their coordinated transportation plan, through which they have identified demand for 47,880 trips annually (an average of 3,990 trips per month). They are now examining alternative service structures to see how much of this demand can realistically be met through each alternative.
- **Copper Valley** and **Valdez** have expressed interest in coordinated transportation. These areas can potentially be linked to the MASCOT and People Mover/AnchorRides systems.
- **Craig & Hollis** will need community transportation related to the new IFA ferry services. **Other Southeast communities** will also be impacted by the new ferry system.
- **Ketchikan** needs expanded community transportation, indicating a coordinated system may be appropriate there.

Alaska Public Transportation Systems Estimated Costs/Needs/Revenues

2nd Edition (updated 3/15/02)

Anchorage	Barrow	Central Kenai Peninsula	Fairbanks	Juneau	Ketchikan	Kodiak	Mat-Su Valley	Mellakatia	Sitka SITKA	TOTALS
People Mover, AnchorRides & Share-a-Ride	Public Transit System	CARTS	MACS & Van Tran	Capital Transit & Care a Van	The Bus & Care a Van	KATS	MASCOT	Mellakatia Public Transit	Coordinated Community Transportation System	

FY 2002 PROJECTED OPERATING COSTS

	Data Not Yet Available							Data Not Yet Available	Planning Year		
Personnel	\$8,348,600		\$308,000	\$1,631,470	\$1,976,500	\$458,842	\$110,011	\$357,000			
Travel	\$9,140		\$3,500	\$0	\$0	\$1,500	\$1,500	\$2,000			
Contractual	\$2,920,510		\$275,200	\$68,210	\$506,200	\$61,260	\$107,571	\$14,000			
Supplies	\$1,640,510		\$43,000	\$180,100	\$562,300	\$7,500	\$11,180	\$4,000			
Equipment	\$0		\$5,000	\$0	\$0	\$300,000	\$5,000	\$85,000			
Grants	\$0		\$0	\$0	\$0	\$0	\$0	\$0			
Other	\$1,997,750		\$65,300	\$267,370	\$0	\$234,668	\$22,314	\$80,879			
TOTALS	\$14,916,510	\$0	\$700,000	\$2,147,150	\$3,045,000	\$1,063,770	\$257,576	\$542,879	\$0	\$0	\$22,672,885

FY 2003 PROJECTED OPERATING NEEDS

									Operations to Start in 2003		
Personnel	\$715,000		\$354,200	\$1,701,530	\$2,220,700	\$580,945	\$139,235	\$477,000			
Travel	\$4,750		\$4,025	\$0	\$0	\$1,730	\$2,000	\$2,000			
Contractual	\$1,231,750		\$316,480	\$75,200	\$522,500	\$61,260	\$130,000	\$36,000			
Supplies	\$31,500		\$49,450	\$181,100	\$640,900	\$5,000	\$12,000	\$6,600			
Equipment	\$0		\$5,750	\$0	\$0	\$10,000	\$3,000	\$150,000			
Grants	\$0		\$0	\$0	\$0	\$0	\$0	\$0			
Other	\$47,000		\$75,095	\$274,370	\$0	\$259,479	\$30,000	\$203,400			
TOTALS	\$2,030,000	\$0	\$805,000	\$2,232,200	\$3,384,100	\$918,414	\$316,235	\$875,000	\$0	\$0	\$10,560,949

FY 2003 PROJECTED CAPITAL NEEDS

Per Alaska Public Transportation Management System*	\$0		\$0	\$0	\$0	\$0	\$0	\$0			
Other Capital Needs											
Vehicles & Equipment	\$2,917,000		\$110,000	\$0	\$2,295,000	\$10,000	\$1,500	\$586,041			
Facilities, Etc.	\$1,304,000		\$0	\$0	\$1,695,000	\$0	\$0	\$800,000			
TOTALS	\$4,221,000	\$0	\$110,000	\$0	\$3,990,000	\$10,000	\$1,500	\$1,386,041	\$0	\$0	\$9,718,541

FY2003-FY 2007 PROJECTED CAPITAL NEEDS

Per Alaska Public Transportation Management System*	\$0		\$0	\$0	\$0	\$0	\$393,900				
Other Capital Needs											
Vehicles & Equipment	\$18,948,000		\$240,000	\$2,900,000	\$2,600,000	\$5,000	\$75,000	\$83,000			
Facilities, Etc.	\$18,080,000		\$1,000,000	\$800,000	\$0	\$0	\$0	\$500,000			
TOTALS	\$37,028,000	\$0	\$1,240,000	\$3,700,000	\$2,600,000	\$5,000	\$75,000	\$976,900	\$0	\$0	\$45,624,900

* APTMS is a statewide transportation inventory of publicly funded vehicles/equipment/facilities, with a needs identification component. Some capital needs are not yet in the APTMS and in some cases needs have changed.

Alaska Public Transportation Systems Estimated Costs/Needs/Revenues

2nd Edition (updated 3/15/02)

Anchorage	Barrow	Central Kenai Peninsula	Fairbanks	Juneau	Ketchikan	Kodiak	Mat-Su Valley	Metlakatla	Sitka	TOTALS
People Mover, AnchorRides & Share-a-Ride	Public Transit System	CARTS	MACS & Van Tran	Capital Transit & Care a Van	The Bus & Care a Van	KATS	MASCOT	Metlakatla Public Transit	Sitka Coordinated Community Transportation System	

SOURCES OF FY 2002 OPERATING REVENUES

Soft Sources of Operating Revenues (estimated portion of current operating revenues that are uncertain from year to year)

Federal - Administered by Federal Government (including Congressional Earmarks)

FTA 3037 JARC (discretionary)		\$152,500			\$293,000		\$130,500			
FTA 5307 Urbanized (formula)										

Federal - Administered by State

FTA 5303 Planning (discretionary)										
FTA 5309 Capital (discretionary)										
FTA 5310 Elderly & Persons with Disabilities (formula)						\$63,468				
FTA 5311 Nonurbanized &/or Intercity (formula)		\$2,500		\$4,000	\$1,000	\$2,776	\$2,040			
FTA 5311 RTAP Training (discretionary)		\$5,000	\$5,000	\$10,000		\$2,000	\$2,000			
Medicaid		\$15,000				\$7,000	\$5,000			
Welfare to Work						\$1,500	\$7,800			
TANF		\$25,000					\$25,000			
Older Americans Act (may include State GF)	\$50,000									
FHWA - DOT/PF										

State

AK Mental Health Trust		\$50,000					\$58,000			
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Program Income

(farebox, advertising, contracts, etc.)

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Private Grants

		\$15,000								
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Local Government (City, Borough, Tribal)

	\$1,710,260		\$30,000	\$710,550	\$421,100	\$84,770				
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Other Local Sources (include local match)

Cash		\$10,000				\$72,776				
In-Kind										
SUBTOTALS	\$1,760,260	\$0	\$305,000	\$715,550	\$435,100	\$378,770	\$149,520	\$230,340	\$0	\$0

Alaska Public Transportation Systems Estimated Costs/Needs/Revenues

2nd Edition (updated 3/15/02)

Anchorage	Barrow	Central Kenai Peninsula	Fairbanks	Juneau	Ketchikan	Kodiak	Mat-Su Valley	Metlakatla	Sitka
People Mover, AnchorRides & Share-a-Ride	Public Transit System	CARTS	MACS & Van Tran	Capital Transit & Care a Van	The Bus & Care a Van	KATS	MASCOT	Metlakatla Public Transit	SITKA Coordinated Community Transportation System

TOTALS

Stable Sources of Operating Revenues

Federal - Administered by Federal Government (Including Congressional Earmarks)

FTA 3037 JARC (discretionary)										
FTA 5307 Urbanized (formula)	\$692,000									

Federal - Administered by State

FTA 5303 Planning (discretionary)	\$265,000									
FTA 5309 Capital (discretionary)										
4 5310 Elderly & Persons with Disabilities (formula)										
5311 Nonurbanized &/or Intercity (formula)		\$90,000	\$90,000	\$80,000	\$60,000	\$70,000	\$70,000			
FTA 5311 RTAP Training (discretionary)										
Medicaid		\$60,000				\$25,363	\$20,000			
Welfare to Work										
TANF		\$75,000					\$75,000			
Older Americans Act (may include State GF)	\$400,000					see Program Income				
FHWA - DOT/PF	\$530,000									

State

AK Mental Health Trust										
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Program Income

(farebox, advertising, contracts, etc.)

\$2,269,250	\$100,000	\$341,600	\$529,900	\$225,000	\$12,693	\$147,539				
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Private Grants

Local Government (City, Borough, Tribal)

\$9,000,000	\$70,000	\$1,000,000	\$2,000,000	\$400,000						
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Other Local Sources (include local match)

Cash										
In-Kind										
SUBTOTALS	\$13,156,250	\$0	\$395,000	\$1,431,600	\$2,609,900	\$685,000	\$108,056	\$312,539	\$0	\$0
TOTALS	\$14,916,510	\$0	\$700,000	\$2,147,150	\$3,045,000	\$1,063,770	\$257,576	\$542,879	\$0	\$0