

SB

71

HAFIN

FILE

FISCAL NOTE

STATE OF ALASKA
2003 LEGISLATIVE SESSION

Fiscal Note Number: 1
 Bill Version: CSSB 71(TRA)
 (S) Publish Date: 2/28/03

Revision Date/Time (Note if correction): _____ Dept. Affected: DOT&PF
 Title An Act relating to funding for transportation projects BRU Capital Budget
 Component _____
 Sponsor Stevens
 Requester STRA Component No. _____

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
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						
-----------------------------	--	--	--	--	--	--

CHANGE IN REVENUES ()						
-------------------------------	--	--	--	--	--	--

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 (FY2003) cost: 0.0

Mark this box (X) if funding for this bill is included in the Governor's FY 2004 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

This bill will result in cutting the TRAAK portion of the Statewide Transportation Improvement Program (STIP) by 50%. The bill adds the approximately \$13 million from the TRAAK program to the Community Transportation Program portion of the STIP, which is used to fund local roads, transit programs and other community needs.

Prepared by: Dennis R. Poshard Phone 465-3900
 Division: Special Assistant to Commissioner Date/Time 2/27/03 12:00 PM
 Approved by: Commissioner Mike Barton Date 2/27/2003
 Agency: Alaska Department of Transportation and Public Facilities

adopted 5/12/03

23-LS0583U
Utermohle
5/12/03

HOUSE CS FOR CS FOR SENATE BILL NO. 71(FIN)
IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTY-THIRD LEGISLATURE - FIRST SESSION

BY THE HOUSE FINANCE COMMITTEE

Offered:
Referred:

Sponsor(s): **SENATOR BEN STEVENS**

REPRESENTATIVES Rokeberg, Stoltze, Lynn

A BILL

FOR AN ACT ENTITLED

1 "An Act relating to funding for transportation projects; and providing for an effective
2 date "

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

4 * **Section 1.** AS 19.15 is amended by adding a new section to read:

5 **Sec. 19.15.025. Federal-aid highway projects.** (a) Before October 1, 2006,
6 the department may annually allocate up to four percent of nonrestricted federal-aid
7 highway apportionments to projects classified under the trails and recreational access
8 for Alaska program under a statewide transportation improvement program. On or
9 after October 1, 2006, the department may allocate up to two percent of nonrestricted
10 federal-aid highway apportionments to projects classified under the trails and
11 recreational access for Alaska program under a statewide transportation improvement
12 program.

13 (b) Before October 1, 2006, the department shall annually allocate at least 37
14 percent of nonrestricted federal-aid highway apportionments to projects classified

1 under the community transportation program under a statewide transportation
2 improvement program. On or after October 1, 2006, the department shall annually
3 allocate at least 39 percent of nonrestricted federal-aid highway apportionments to
4 projects classified under the community transportation program under a statewide
5 transportation improvement program.

6 (c) Not more than 10 percent of the funds provided to a municipality for
7 participation in federal-aid highway or other eligible projects may be expended from
8 the transportation enhancement apportionment over the life of a transportation
9 improvement program.

10 * Sec. 2. This Act takes effect October 1, 2004.

FISCAL NOTE

STATE OF ALASKA
2003 LEGISLATIVE SESSION

Fiscal Note Number: 1
 Bill Version: CSSB 71(TRA)
 (S) Publish Date: 2/28/03

Revision Date/Time (Note if correction): _____ Dept. Affected: DOT&PF
 Title An Act relating to funding for transportation projects BRU Capital Budget
 Component _____
 Sponsor Stevens
 Requester STRA Component No. _____

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
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						
-----------------------------	--	--	--	--	--	--

CHANGE IN REVENUES ()						
-------------------------------	--	--	--	--	--	--

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 Gr 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 (FY2003) cost: 0.0

Mark this box (X) if funding for this bill is included in the Governor's FY 2004 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

This bill will result in cutting the TRAAK portion of the Statewide Transportation Improvement Program (STIP) by 50%. The bill adds the approximately \$13 million from the TRAAK program to the Community Transportation Program portion of the STIP, which is used to fund local roads, transit programs and other community needs.

Prepared by: Dennis R. Poshard
 Division: Special Assistant to Commissioner
 Approved by: Commissioner Mike Barton
 Agency: Alaska Department of Transportation and Public Facilities

Phone 465-3900
 Date/Time 2/27/03 12:00 PM
 Date 2/27/2003

Alaska State Legislature

SENATOR
BEN STEVENS
716 WEST 4TH AVENUE
ANCHORAGE, AK
99501-2137
(907) 269-0200
FAX (907) 269-0204

Session:
STATE CAPITOL
JUNEAU, AK
99801-1182
(907) 465-4993
FAX (907) 465-3872

Senate District A

SPONSOR STATEMENT

Committee Substitute for SB 71: Transportation Enhancement Projects

Federal law, TEA-21, and its predecessor, ISTEA, mandate that states expend at least 10% of federal Surface Transportation Program funds on enhancements such as trails and landscaping. Over the past several years, the State of Alaska has expended amounts well beyond the minimum requirements for enhancements projects that could otherwise be applied to roadway construction and improvement projects. CS for Senate Bill 71 decreases the amount allocated for the TRAAK program to be in line with federal minimum requirements which will make available millions of dollars for roadway construction and improvement projects.

The Committee Substitute for Senate Bill 71 proposes to reduce the Department of Transportation's allocation of non-restricted federal apportionments to projects classified under the Trails and Recreational Access Program (TRAAK). Under current DOT regulations, the department allocates at least 8% percent to TRAAK projects; CS for SB 71 reduces the allocation to not more than 4%. The bill redirects the other 4% into the DOT allocation for projects classified under the Community Transportation Program, increasing this program's allocation to 37%.

Administrative Order #161 of the previous administration in 1996 established the Trails and Recreational Access for Alaska (TRAAK) program to address features such as trails, scenic highways, recreational access points and interpretive facilities. From 1998 to 2003, over \$150 million was allocated for the TRAAK projects while the federal minimum for transportation enhancement (i.e. trails, landscaping scenic beautification) expenditures was \$43 million; more than a 200% increase. These expenditures do not include separated bike paths or waysides that were included in individual construction projects in the National Highway System program, the Alaska Highway system or Community Transportation Program.

Only a municipality that is federally recognized as a Municipal Planning Organization (MPO) would be impacted by section (c) of this legislation, which are Anchorage and Fairbanks. In 1998, the Anchorage Metropolitan Area Transportation Solutions (AMATS) adopted a policy of programming 15% of its transportation funding allocation for enhancements. The three-year average at 15% for transportation enhancements from 2000-2002 in the Transportation Improvement Program averaged roughly \$5.5 million. If realized, 10% of the Anchorage share of TEA-21 federal-aid transportation funds, for a three-year average during 2004-2006, will be roughly \$5.8 million, slightly more than what was allocated during 2000-2002.

Alaska  Program
Trails & Recreational Access for Alaska

How much is just right?

Alaska DOT&PF

March 11, 2003

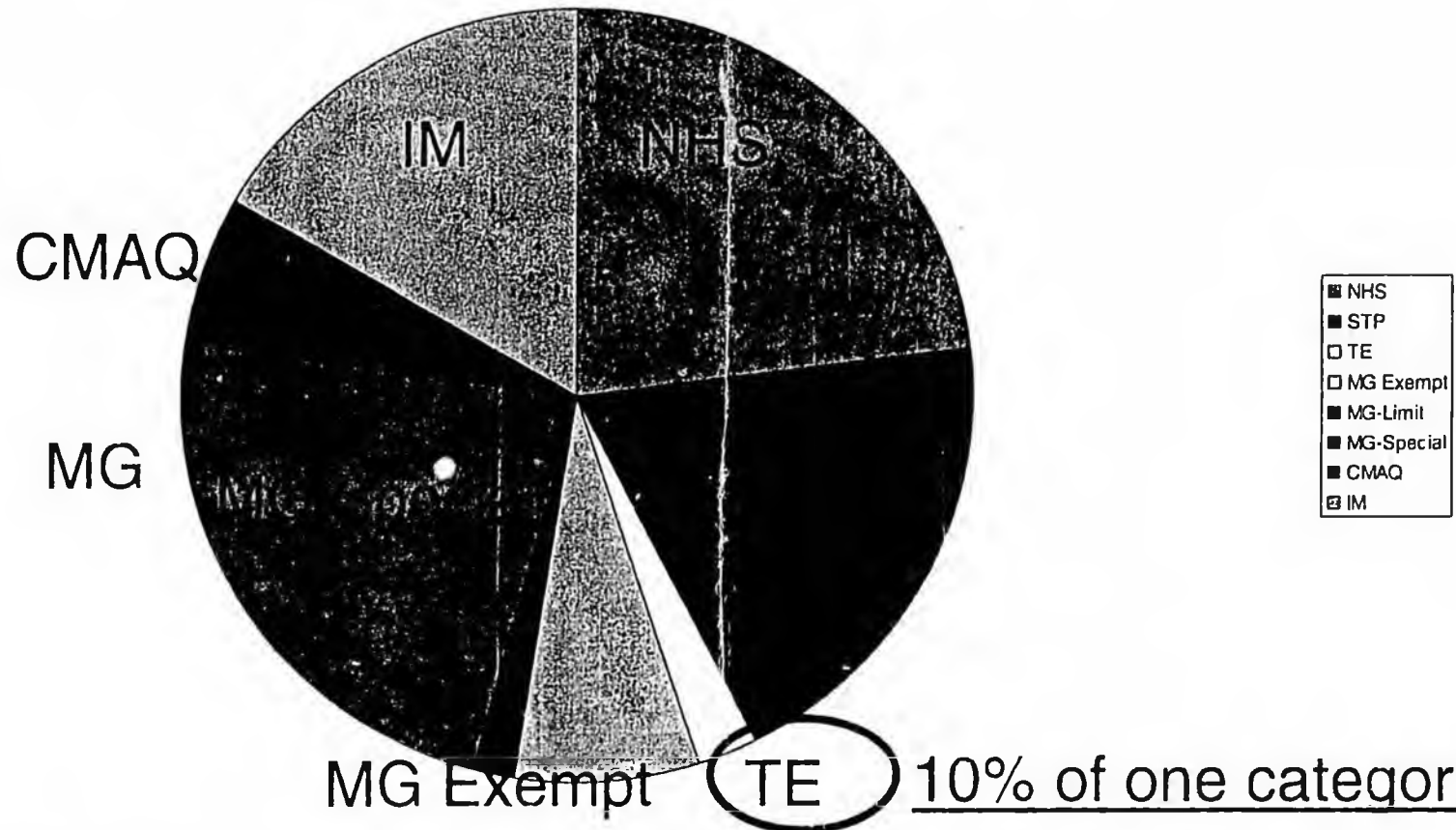
Background on TRAAK

- Established as policy in 1995
- Established as regulation in 2002
- Approximates the TE (transportation enhancement) requirement in federal law
- TRAAK generally includes:
 - Trails
 - Waysides and rest stops
 - Interpretative facilities
 - Landscaping and amenities

Transportation enhancements

- Required minimum spending level (10%) in FHWA rules
- 10% TE rule applies to one funding category, STP, not the entire FHWA funding program
- TE sub-category created in 1991
- The STP category was reduced in 1997, thus reducing TE funding also.

Federal apportionments FFY '02



In FFY 2002 TE = 2.5% of total \$302 Million or \$7.59 M
FFY 2003 and 2004 apportionment levels not yet know.

Public Interest in TRAAK

- Very strong interest in communities.
- Often more popular than road projects.
- Other benefits:
 - Safety (example Kasilof River wayside)
 - Tourism (waysides, reststops)
 - Air Quality (urban trails)
 - Public health, recreation (trails and waysides)

TRAAK can address access and safety problems



Narrow lanes and shoulders limit safe parking options.

Sterling Hwy. @ Kasilof River:
High speed, turning and parking
create safety issue.



TE Required vs. Actual TRAAK

• TE Minimum		• TRAAK Program	
• '98	\$5.3	• '98	\$17.3
• '99	\$6.6	• '99	\$25.9
• '00	\$7.5	• '00	\$28.4
• '01	\$8.2	• '01	\$28.0
• '02	\$8.4	• '02	\$28.4
• '03	\$7.2	• '03	\$30.2 Original
		• '03	\$22.0 Amended

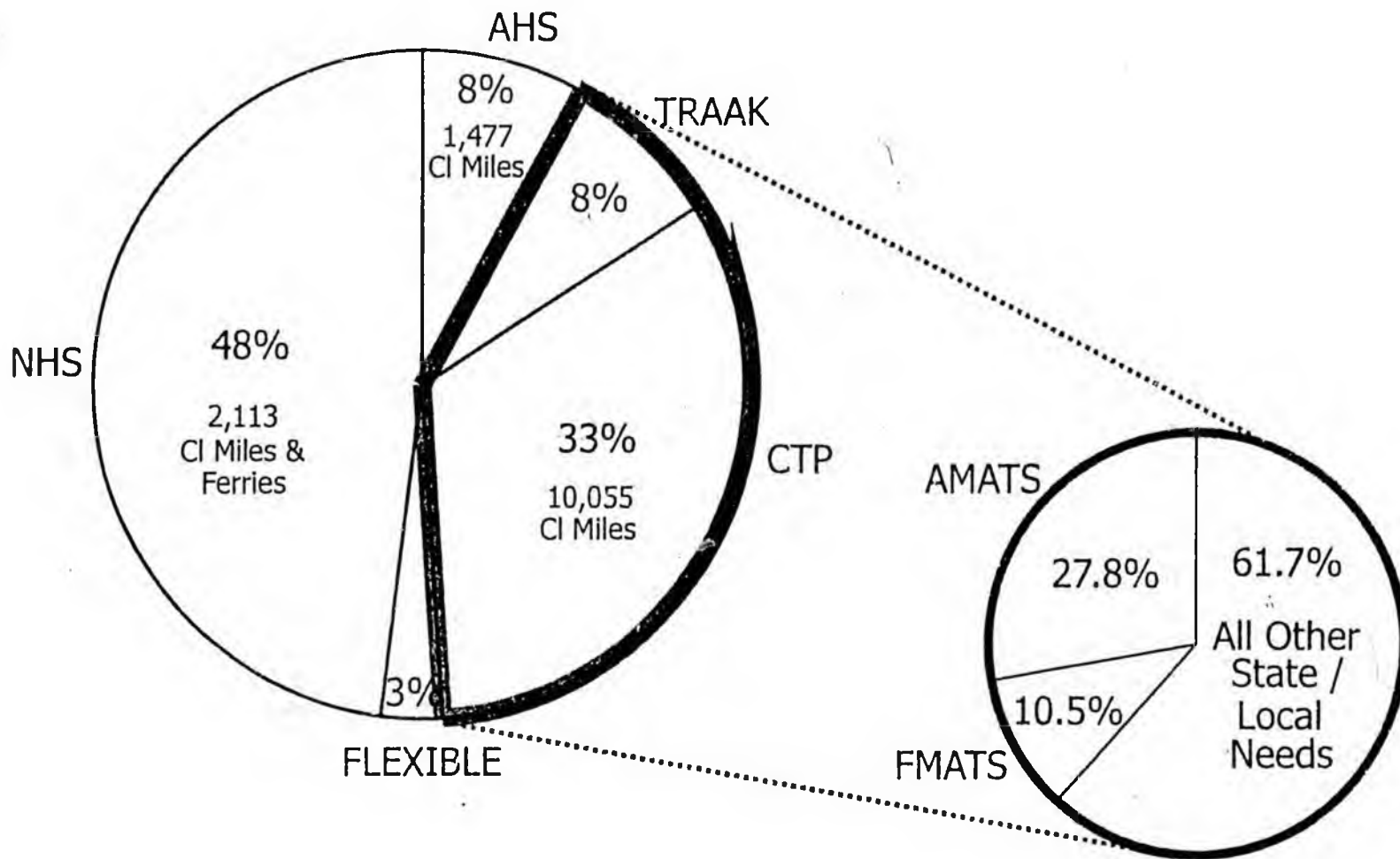
Dollars in millions.

TRAAK Nominations 2004 and Beyond

- Central Region*: 52 projects, \$65.9 M
- Northern Region: 75 projects, \$56.7 M
- Southeast Region: 21 projects, \$15.0 M
- Total backlog = \$330 Million

* Excludes AMATS as they do not nominate to the state list.

Distribution of Federal-Aid Transportation Formula Funds Per 17 AAC 05.155-200



Comparison to Other Needs

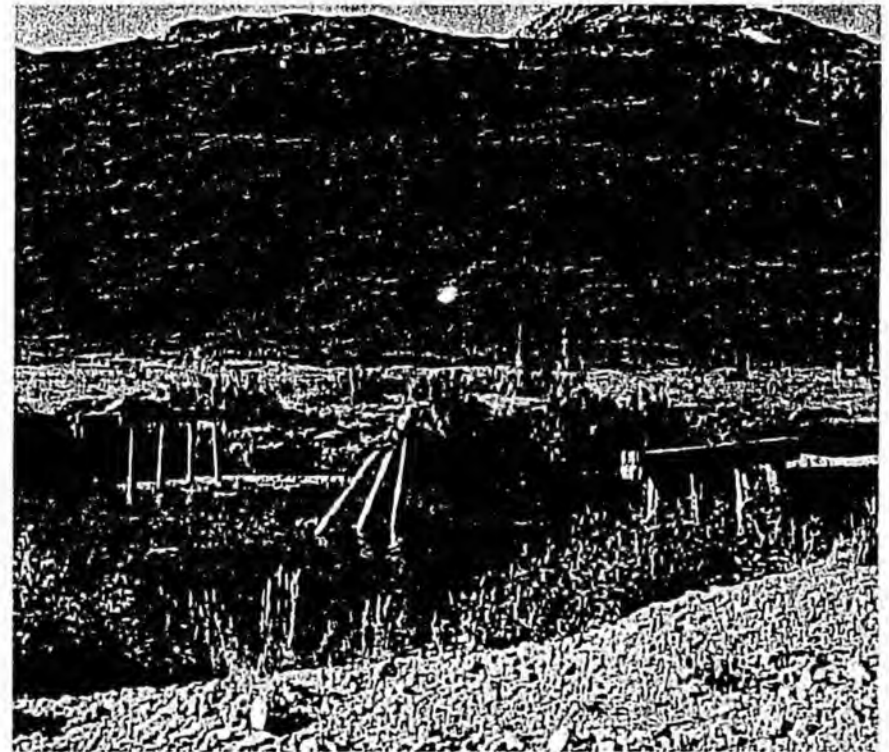
- Community Transportation backlog = \$3.12 Billion
- Ratio of CTP to TRAAK (need vs. funds)
- Need ~ 9:1
- Current funding ratio ~ 4:1
- SB 71 would adjust ratio to match respective needs ~ 9.2:1

Alaska DOT&PF Mission

- AS 19.05.125: “...to establish a highway department capable of ...planning, construction and maintenance...a network of highways linking together cities and communities throughout the state thereby contributing to the development of commerce and industry ...and aiding the extraction and utilization of its resources...improve the economic and general welfare of the people...”

Example of pressing highway need elsewhere

Only road to Lake
and Peninsula
Borough, including
6 villages.
Identified freight
savings of >\$3
million annually!



**Neglected bridge, Chinkelyes Creek
Williamsport-Pile Bay Road
(Replaced by Bailey Bridge in 2002)**

Potential Impact to MPOs

- Reducing TRAAK funds will not impact MPOs funding levels if:
 - Funding is reallocated to CTP program
- Allocation to NHS or AHS would result in reduction to MPOs
- Department proposes to reallocate TRAAK funds to CTP

Conclusion

- Funds applied to TRAAK program are not in balance with other allocations:
 - Tremendous reservoir of unmet roads needs
 - New resource and community access roads program needs funding
 - Several mega-projects now being advanced
- Department intends to reduce TRAAK program in 2004-2006 STIP, ~ 4%

**Comparison of Minimum TE Expenditures Required Under Federal Law,
and Total Level of TRAAK Project Funding
1998 – 2003**

Transportation Enhancements versus the TRAAK Program

The table below is a comparison between the Actual Transportation Enhancement Set-aside required in Federal law versus the TRAAK Program from the State Transportation Improvement Program (STIP). This does not include separated bike paths or waysides that were included in projects in the National Highway System program, Alaska Highway System or Community Transportation Program.

	TE Apportionment	TE+Match	TRAAK Program	
1998	4,772,972	5,303,302	17,283,000	Original 1998-2000 STIP
1999	5,928,128	6,586,809	25,982,300	1998-2000 STIP Amendment # 11
2000	6,777,172	7,530,191	28,444,000	1998-2000 STIP amendment #23
2001	7,383,072	8,203,413	27,975,000	Original 2001-2003 STIP
2002	7,586,952	8,429,947	28,397,100	2001-2003 STIP Amendment #6
2003	6,490,029	7,211,143	22,096,200	2001-2003 STIP FINAL Amendment #17*
		43,264,806	150,177,600	

*2003 TRAAK Program was reduced approximately \$9 Million in January, 2003 per a Best Interest Finding from Acting Commissioner Barton. This funding was added to the CTP program.

**Comparison of the Anchorage Metropolitan Area Transportation Solutions (AMATS)
Enhancements Allocation at 10% and 15%**

	Total AMATS Allocation	Actual	15%	10%
2000	\$35,700	\$5,400	\$5,355	\$3,570
2001	\$38,850	\$6,375	\$5,828	\$3,885
2002	\$35,900	\$5,200	\$5,385	\$3,590
2003	\$42,850	\$9,015	\$6,428	\$4,285
Average		\$6,498	\$5,749	\$3,833
2004	\$56,270	\$8,752	\$8,441	\$5,627
2005	\$57,251		\$8,588	\$5,725
2006	\$59,276		\$8,891	\$5,927
Average			\$8,640	\$5,760

CS FOR SENATE BILL NO. 71(TRA)
IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTY-THIRD LEGISLATURE - FIRST SESSION

BY THE SENATE TRANSPORTATION COMMITTEE

Offered: 2/28/03
Referred: Finance

Sponsor(s): SENATOR BEN STEVENS
REPRESENTATIVES Rokeberg, Stoltze, Lynn

A BILL
FOR AN ACT ENTITLED

1 "An Act relating to funding for transportation projects; and providing for an effective
2 date."

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

4 * **Section 1.** AS 19.15 is amended by adding a new section to read:

5 **Sec. 19.15.025. Federal-aid highway projects.** (a) The department may
6 annually allocate up to four percent of nonrestricted federal-aid highway
7 apportionments to projects classified under the trails and recreational access for
8 Alaska program under a statewide transportation improvement program.

9 (b) The department shall annually allocate at least 37 percent of nonrestricted
10 federal-aid highway apportionments to projects classified under the community
11 transportation program under a statewide transportation improvement program.

12 (c) Not more than 10 percent of the funds provided to a municipality for
13 participation in federal-aid highway or other eligible projects may be expended from
14 the transportation enhancement apportionment over the life of a transportation

- 1 improvement program.
- 2 * Sec. 2. This Act takes effect October 1, 2004.



ASSOCIATED GENERAL CONTRACTORS of ALASKA

8005 SCHOON STREET • ANCHORAGE, ALASKA 99518
TELEPHONE (907) 561-5354 • FAX (907) 562-6118

March 13, 2003

**Senator Ben Stevens
Alaska State Legislature
State Capitol (MS 3100)
Juneau, Alaska 99801-1182**

Re: SB 71

Dear Senator Stevens:

The Alaska Chapter of the Associated General Contractors of America is pleased to endorse Senate Bill 71 as currently drafted. Enhancements to transportation projects are important to the citizens of Alaska, but we must balance the need for such enhancements against the greater need for even basic transportation projects throughout the State. As the Department of transportation and Public Facilities reports each year, the basic transportation needs of the State far exceed our ability to address them. The bill you propose allows enhancements in projects but does not do so at the expense of basic infrastructure projects throughout the State. We encourage all your colleagues in the Senate to support this bill.

Sincerely,

**Richard Cattanach
Executive Director**



Municipality of Anchorage

Office of the Mayor

George P. Wuerch, Mayor



March 3, 2003

Senator Ben Stevens
State of Alaska
State Capitol
Juneau, AK 99801-1182

Dear Senator Stevens:

I am writing to express my support for Senate Bill 71, an act relating to funding for transportation enhancement projects. I strongly favor a higher statewide allocation for the Community Transportation program.

As you know, the Anchorage Metropolitan Area Transportation Solutions (AMATS) is a coordinated planning process that sets priorities for spending federal transportation funds. The AMATS Policy Committee, of which I am a member, prepares the community's Long Range Transportation Plan, the tool that implements our Transportation Improvement Program (TIP).

In 1998, the AMATS Policy Committee chose to target 15% of its Community Transportation Program funding for enhancement type projects. At a 15% allocation, the programmed enhancement budget within the TIP has averaged roughly \$5 million annually for the last five years.

The state Department of Transportation (ADOT) is planning to increase AMATS' overall allocation by roughly \$10,000,000 million annually. Should SB 71 implement a 10% allocation, AMATS' enhancement funding will average roughly \$5.75 million annually under the higher ADOT allocation for the 2004-06 TIP.

At a 10% share, AMATS will still be able to complete our community's highest priority for the trail system -- completing the trail grid that connects our trail system together. Those projects scheduled for completion during the 2004-06 TIP include:

- Ship Creek Trail connecting Mountain View and Government Hill;
- Extension of the Campbell Creek Trail to Tudor Road
- Chester Creek Trail connection between Tudor Road crossing and Goose Lake;
- Improvement of Midtown Trail connection between Downtown and Midtown areas;
- Eagle River Greenbelt Access and Pathway, 12-mile segment connecting Briggs Bridge with Visitor Center.

Senator Ben Stevens

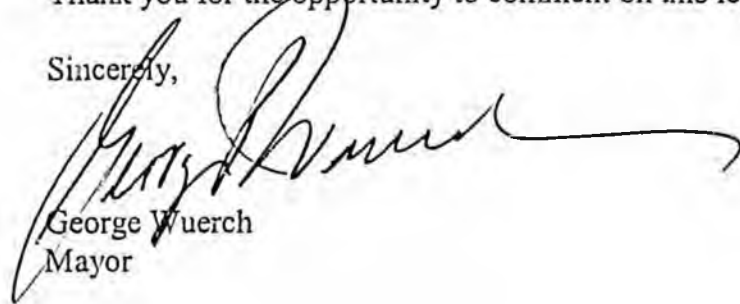
Page 2

March 3, 2003

It should be noted that Anchorage transportation planners estimate that it will take more than twenty years to address our current roadway needs utilizing our existing federal transportation program. Allocating a higher share for roadway needs will accelerate the completion of many projects that will help address this backlog.

Thank you for the opportunity to comment on this legislation.

Sincerely,

A handwritten signature in black ink, appearing to read "George Wuerch", with a long horizontal flourish extending to the right.

George Wuerch
Mayor

**THE
FOLLOWING
DOCUMENT(S)
ARE
POOR
ORIGINAL
COPIES**



Mr. James E. Hofferberth &
Dr. Marita M. King
3074 Trentwood Road
Columbus, Ohio 43221

October 9, 2002

Dear Paula and Vigo,

We just wanted to send you a note thanking you for your hospitality during our visit to Alaska. Our trip to Denali was a highlight of our six week excursion.

Alaska is a beautiful state. We consider it to be one of the must see areas around the world.

We want to call to your attention, however, an unfortunate situation that exists along the Alaska Highway (Rt. 2) between the Canadian border and Tok, and extending down the Tok Cutoff (Rt. 1) to Glennallen. Virtually all of the state facilities in this area are closed, and there are no toilets or trash holders at other pull-off sites along the roads. The result is a proliferation of trash and human excrement along the highway.

In addition, one encounters many important road signs destroyed beyond usefulness apparently by gunfire, and private properties lining the road strewn with what can only be described as junk.

Crossing the border from Canada into Alaska is a shock that does a great disservice to your beautiful state. This situation, which we observed at the height of the tourist season, is a palpable discouragement for visitors. Marita and I feel that if we had not had the incentive to meet with you in Anchorage, we would likely have turned around and returned to Canada where visitors are made to feel very welcome, and public facilities are readily available, well equipped and tidy.

We hope you will call this to the attention of your state authorities. Alaska is a beautiful state, and I want to be proud of it as part of the great United States of America. At present, however, that image is stained by the situation described above.

Thanks again for your warm hospitality.

Sincerely,

Jim & Marita

Provided by Senator Ben Stevens

Glossary of Terms

511 – New Federal Communications Commission designated three character number to access information about travel conditions. Alaska DOT&PF will coordinate this new number with the CARS database to provide accurate information about travel and road weather information. Part of the Alaska Iways program.

ADOT&PF – Alaska Department of Transportation and Public Facilities – The agency within Alaska state government empowered to own, operate, plan, design and construct transportation facilities.

ADEC – Alaska Department of Environmental Conservation – The agency within Alaska state government responsible for air quality programs, including transportation air quality matters.

AHS – Alaska Highway System – The Alaska Highway System is composed of those transportation facilities, excluding those on the National Highway System, that provide greater utility to Alaska as a whole, than to individual communities.

AIP – Airport Improvement Program – A schedule of projects for airports throughout the state, funded with Federal Aviation Administration funds.

AMATS – Anchorage Metropolitan Area Transportation Study – A joint local-state planning and programming organization, designated as the Metropolitan Planning Organization for Anchorage and charged with developing a Transportation Improvement Program for the Anchorage urbanized area in compliance with the current surface transportation act (TEA-21).

AMHS – The Alaska Marine Highway System – The department's system of vessels, terminals and routes that link most of Alaska's coastal communities from the Aleutians to Southeast.

Apportionments – Program funding levels authorized by TEA-21 from the federal Highway Trust Fund. These amounts are calculated annually and distributed to states. They are available for four years, typically. Expenditures of apportionments are generally subject to and limited by annually appropriated obligation authority.

Bridge Discretionary Program – A competitive program administered by the FHWA for major bridge replacement or for new bridges that replace ferry routes.

BIA – Bureau of Indian Affairs – Some TEA-21 funds are allocated directly to the BIA for ultimate distribution to Alaska Native villages. These funds must be included in the STIP but are not controlled or allocated by the State.

CARS – Condition Acquisition and Reporting System – A web-based database, with map interface, for entering and reporting information about travel conditions. Part of the Alaska Iways program.

CMAQ – Congestion Mitigation/Air Quality – A specific funding program of TEA-21 targeted to reducing air pollutants in nonattainment areas, specifically Anchorage and Fairbanks.

Conformity – A federal required process used to ascertain if proposed transportation plans or projects will reduce emissions of pollutants in areas which are considered to be in nonattainment. Generally speaking, plans, such as the TIP and STIP and individual projects must be reviewed for conformity. Absent a finding of conformity, such decisions, except for specified categories of projects, plans or projects cannot be implemented in the nonattainment areas.

CTP – Community Transportation Program – A program of the Alaska Department of Transportation and Public Facilities that addresses a wide range of community transportation modes, including rural and urban roads, and transit.

CVISN – Commercial Vehicle Information System and Network – a federal program to improve the efficiency and safety reviews of commercial vehicles involving electronic transfer of information between states, and automatic weighing and identification of commercial vehicles as they pass weigh stations. It is part of the Alaska Iways program.

Discretionary Funding – Several dedicated funding sources wherein projects compete nationally including Ferry Boat, Bridge and Public Lands.

Environmental Justice – An emerging federal requirement, based on Title VI of the 1964 Civil Rights Act and Executive Order #12898, 1994. The essence of this Executive Order, pertaining to transportation issues, is the requirement that the delivery of transportation benefits shall be equitable with regard to populations protected under the Civil Rights Act.

FMATS – Fairbanks Metropolitan Area Transportation System – Portions of the City of Fairbanks, the City of North Pole, and the Fairbanks North Star Borough were designated the Fairbanks Urbanized Area by the US Census Bureau on May 1, 2002. FMATS planning organization has been in place for some time, but it will become more formal with this new urbanized area designation. It will become the designated Metropolitan Planning Organization which will select projects to be included in a metropolitan Transportation Improvement Program, similar to Anchorage.

Federal Lands Highway Program – A funding program for public highways on federal lands administered directly by the FHWA. In Alaska this program uses a three-agency project selection committee including FHWA, the US Forest Service and ADOT&PF. These funds must be included in the STIP but are not controlled or allocated by the state.

Ferry Boat Discretionary Program – A program administered by the FHWA for ferry and terminal projects. Under TEA-21 Alaska receives \$10 million annually in specified funds from the program and is further eligible for nationwide competition for the unspecified portion of the program.

FAA – Federal Aviation Administration – The federal agency of the US Department of Transportation responsible for funding airport and aviation projects.

FFY – Federal Fiscal Year – The period October 1 – September 30. For example, the FFY 2001 is the period October 1, 2000 – September 30, 2001.

FHWA – Federal Highway Administration – The federal agency of the US Department of Transportation responsible for funding highways, trails and ferry projects.

FRA – Federal Rail Administration – The federal agency of the US Department of Transportation responsible for railroad issues.

FTA – Federal Transit Administration – The federal agency of the US Department of Transportation responsible for funding transit projects.

High Priority Funding – Dedicated funds for specific projects established in federal law. Also known as demonstration (demo) or earmarked projects.

ISTEA – Intermodal Surface Transportation Efficiency Act of 1991 – An act of Congress providing funding authorization for highways, safety, and mass transportation for a six-year period for federal fiscal years 1992 through 1997. This law was responsible for some new programs, such as CMAQ and Transportation Enhancements, implementing the STIP planning requirements.

ITS – Intelligent Transportation System – A range of technologies designed to improve the effectiveness of existing and new transportation investments. There are several possible ITS applications within Alaska that are under consideration.

Iways – The department's name and logo for several intelligent transportation system projects.

MPO – Metropolitan Planning Organization – The forum for cooperative transportation decision making for an urban area involving multiple government agencies. In Alaska, Anchorage is the only MPO. The Anchorage Metropolitan Area Transportation Study is the Anchorage MPO and includes representation of ADOT&PF, ADEC, and the Municipality of Anchorage. The Fairbanks urban area is now eligible to form an MPO and this effort is underway.

NAAQS – National Ambient Air Quality Standard – Standards established in the Clean Air Act for various pollutants. Those most concerning Alaska transportation issues are CO (carbon monoxide) and PM (particulate matter – dust and smoke).

Needs List – Transportation Needs and Priorities in Alaska – A document of the Alaska Department of Transportation and Public Facilities that lists all desired transportation projects in the state, including highways, ferries, trails, transit, airports, harbors, and buildings. The Needs List is used as a starting point for preparation of the STIP.

NHS – National Highway System – The most important highways and ferry routes in the United States. Congress must approve NHS designations based on recommendations by the FHWA.

Nonattainment Area – A designated geographic area, which based on long-term air quality sampling, has been found to be in nonattainment for one or more NAAQS. In Alaska, there are four nonattainment areas: Juneau-Mendenhall Valley, Anchorage, Eagle River and Fairbanks.

Obligation Authority – The total amount of federal highway funds that can be authorized for projects in a given FFY. This amount results from annual Congressional appropriations and has historically been less than the annual total program apportionments authorized by TEA-21 and predecessor legislation.

PEB – Project Evaluation Board – The board empowered to evaluate and score projects; it is a team of six managers from the Alaska Department of Transportation and Public Facilities. There is a board for surface transportation and another for aviation.

PIP – Public Involvement Procedure – An established set of procedures providing for public involvement followed in preparing the SwTP and the STIP. The PIP is required under federal regulation, and changes to the PIP must be undertaken with a public review process.

Public Lands Discretionary – A program administered by the FHWA under Federal Lands Highways for highways on public lands. Alaska can apply for nationwide competitive funds annually.

Regional Transportation Plan – Also known as an "area transportation plan", a detailed multimodal plan for a region or geographical area within Alaska prepared by the ADOT&PF. As defined, the regional transportation plans are an element of the SwTP and comprise the recommended projects for the SwTP for a given region. Several regional transportation plans are currently in progress. The plans for Southeast Alaska and Prince William Sound are complete.

RWIS – Road Weather Information System – A system of roadside sensors, communications and data management to sense, receive and portray highway travel conditions. Part of the Alaska Iways program.

SIP – State Implementation Plan – A state (ADEC) prepared plan defining how the NAAQS will be met in areas currently defined by the US EPA as not meeting national standards for air quality. Transportation elements called for in the SIP are eligible for CMAQ funds and must be implemented in the year defined in the SIP.

SIB – State Infrastructure Bank – A FHWA program originally seeded with \$2.5 million for Alaska. After depositing the seed funding and match funding, and possible other state funds into the bank, the State can use the bank to make loans, back bond issues, and accelerate State federal-aid highway projects. The bulk of the initial SIB program has been loaned to the Whittier Project and will be repaid with tunnel toll revenues.

STIP – State Transportation Improvement Program – A staged, multi-year, statewide, intermodal program of surface transportation projects which is governed by surface transportation regulations and funded primarily with surface transportation program funds. The STIP is prepared by ADOT&PF and is approved by FTA and FHWA.

SwTP – Statewide Transportation Plan – A federally required plan upon which projects in the STIP must conform. In Alaska the SwTP is a policy plan for the state as a whole. Regional plans are prepared for individual areas of the state, which outline recommended projects and are each an element of the Statewide Plan.

TEA-21 – Transportation Equity Act for the 21st Century – The most current law describing the surface transportation policy of the United States and making program allocations for funding in various categories to the states. The law is valid from 1998 – 2003.

TC 1 – Transportation Control Measure – A project or strategy to reduce air pollution from transportation sources. Encouraging motorists to plug in their engine heaters during cold weather can reduce carbon monoxide, and a program of public ads to encourage this behavior is a TCM.

TIP – Transportation Improvement Program – Also known as the AMATS-TIP, a subset of the STIP developed by AMATS for transportation projects within urban Anchorage. When the Fairbanks urbanized area establishes its Metropolitan Planning Organization, it too, will develop a Transportation Improvement Program.

TRAAK – Trails and Recreational Access for Alaska – A program of the ADOT&PF and the Alaska Department of Natural Resources that address trails, scenic highways, recreational access points and interpretive facilities.

WIM – Weigh in motion – Sensors placed in the highway at key locations to identify the weight of passing vehicles. This data is required to fulfill national reporting standards to the US DOT. It is also used in some cases for weight enforcement of highway loads, and to help engineers establish future design standards based on actual traffic using the roadway. Part of the Alaska highways program.

AP/AL: Appropriation
Category: Development
Location: Statewide
Election District: Statewide
Estimated Project Dates: 07/01/2003 - 06/30/2008

Project Type: Construction
Contact: Nico Bus
Contact Phone: (907)465-2406

Brief Summary and Statement of Need:

More than any other state in the Union, Alaskans recreate outdoors. Outdoor recreation opportunities are very important for Alaskans. This provides a wide variety of benefits including improved physical and mental health, activities for children to prevent delinquency, leadership and teamwork development, and economic opportunities for individuals and local communities. LWCF is a 50/50 matching grant program that provides funding to state and local governmental entities for the acquisition and/or development of outdoor recreation areas and facilities such as soccer fields, campgrounds, tennis courts, boat launches, hiking trails, picnic areas, and outdoor hockey rinks.

Funding:	FY2004	FY2005	FY2006	FY2007	FY2008	FY2009	Total
Fed Rcpts	\$675,000	\$700,000	\$800,000	\$875,000	\$950,000	\$1,000,000	\$5,000,000
Total:	\$675,000	\$700,000	\$800,000	\$875,000	\$950,000	\$1,000,000	\$5,000,000

<input type="checkbox"/> State Match Required	<input type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input checked="" type="checkbox"/> On-Going
0% = Minimum State Match % Required		<input type="checkbox"/> Amendment	<input type="checkbox"/> Mental Health Bill	

Operating & Maintenance Costs:

	<u>Amount</u>	<u>Staff</u>
Total Operating Impact:	0	0
One-Time Startup Costs:	0	
Additional Estimated Annual O&M:	0	0

Prior Funding History:

- SSSLA02/CH1 - \$500,000
- SLA01/CH61 - \$1,600,000
- SLA00/CH135 - \$900,000
- SLA95/CH103 - \$500,000
- SLA94/CH4 - \$500,000

Project Description/Justification:

The need for outdoor recreation facilities in local and regional parks continues to grow with the population. LWCF is a tremendous opportunity to provide up to 50% of the cost of projects that are important to local governmental entities. 50% matching grants provide crucial funding that can make the difference between build/no build and acquire/not acquire valuable outdoor recreation sites. These projects benefit the people of Alaska by providing both facility development and open space. Projects range from close-to-home playgrounds to remote and undeveloped wildlife habitat. Each development project provides short-term jobs for planning, construction and management during the construction phase as well as continued long term positive economic impact from the ongoing operation of the park site.

Why is this Project Needed Now:

To continue to meet the growing recreation and open space needs of Alaskans, existing park facilities must be updated, new facilities developed and in some cases, property acquired to expand existing recreational opportunities. This program will help provide Alaskans with more plentiful opportunities to recreate in safe close-to-home facilities.

Prior Funding History and Status:

1965 federal matching grant program was established through the LWCF Act in 1965 to provide a nationwide legacy of high quality outdoor recreation. Projects ranging from wildlife viewing areas to neighborhood parks; from downhill ski areas to handicapped accessible trails; project located in Alaska's most urban areas to our most rural have been funded through this program.

Since its inception, LWCF has provided over 29 million dollars for 375 acquisition, development and planning projects located in approximately 60 communities across Alaska. Matched with sponsor monies, this translates to over \$58 million dollars of improvements throughout the state. These improvements positively impact the health and well being of Alaska's residents and natural resources, and also provide both short-term and long-term employment opportunities.

\$394.5 was provided for local government grants in FY02 and \$619.5 in FY03.

Specific Spending Detail:

Various, dependent on applications. Spending is restricted to costs associated with the acquisition and/or development of outdoor recreation and open space.

Project Support:

LWCF projects are currently located in approximately 60 communities throughout the state -- all of which benefit from prior LWCF spending. These communities, other governmental entities that would like to participate in the program, as well as the user groups they serve support LWCF.

Project Opposition:

None Known

State Match Required:

No. Match provided by local government grant winners.

Annual Ongoing Operating and Maintenance Costs:

Local government grant winners assume all M&O responsibilities.

National Recreational Trails Federal Program

FY2004 Request: \$695,000
Reference No: 6854

AP/AL: Appropriation
Category: Transportation
Location: Statewide
Election District: Statewide
Estimated Project Dates: 07/01/2003 - 06/30/2006

Project Type: Construction
Contact: Nico Bus
Contact Phone: (907)465-2406

Brief Summary and Statement of Need:

All across Alaska, Alaskans rely on trails for recreation, subsistence, and travel between communities. These trails need constant maintenance to ensure they are safe for passage and to ensure that they remain open and available for use. Funds are distributed by 80-20 matching grants for recreational trail and trailhead development and maintenance, and for education programs relating to trail safety and environmental protection. Grants are awarded to organizations, businesses, agencies, and local governments.

Funding:	FY2004	FY2005	FY2006	FY2007	FY2008	FY2009	Total
Fed Rcpts	\$695,000	\$695,000	\$695,000	\$695,000	\$695,000	\$695,000	\$4,170,000
Total:	\$695,000	\$695,000	\$695,000	\$695,000	\$695,000	\$695,000	\$4,170,000

<input type="checkbox"/> State Match Required	<input type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input checked="" type="checkbox"/> On-Going
0% = Minimum State Match % Required		<input type="checkbox"/> Amendment	<input type="checkbox"/> Mental Health Bill	

Operating & Maintenance Costs:	<u>Amount</u>	<u>Staff</u>
Total Operating Impact:	0	0
One-Time Startup Costs:	0	
Additional Estimated Annual O&M:	0	0

Prior Funding History:
SSSLA01/CH1 - \$695,000
SLA01/CH61 - \$710,000
SLA00/CH135 - \$710,000
SLA99/CH2 - \$650,000

Project Description/Justification:

As more and more residents and visitors turn to Alaska's vast trail system for recreation, subsistence, and basic transportation between communities, the need for a more extensive and well-maintained trail system continues to grow. The growing population is also putting development pressure on the existing trail system and many trails are being lost as property is subdivided or sold to private owners. We can assist in slowing the loss of our existing trail system through this granting program and will sustain and improve that system as well.

State funds are saved by the availability of these federal grant funds for development and maintenance of Alaska's public recreational trails. Public safety is improved by having well maintained trails. Trespass is reduced by securing trail easements with grant funds. Search and rescue costs are reduced by having well marked and maintained trails that are easy to follow. Because this is a matching grant program, grantees provide cash, labor and equipment to match at least 20 percent of grant funds, effectively stretching state funds. Public recreational trails contribute to Alaska's economy by providing construction and maintenance jobs, attracting tourists and visitors, and by stimulating the business of outfitters, guides and tour companies.

Why is this Project Needed Now:

Recreational Trails Federal Program

FY2004 Request: \$695,000
Reference No: 6854

Alaska's trails are gradually being lost due to community expansion and development pressure. The grant program provides an opportunity to establish new trails and reserve existing recreational access throughout the state.

Specific Spending Detail:

One hundred percent of the grant amount will be spent as follows: 7% for program administration; 5% for education; and of the remainder, 30% is available for non-motorized trail projects, 30% for motorized trail projects, and 40 percent for projects with both motorized and non-motorized trail uses.

Prior Funding History and Status:

The first recreational trails grant funds, originally called Symms Grants, were available in 1993 through the Intermodal Surface Transportation Efficiency Act. Alaska received \$110,000. The program has subsequently been funded in slowly increasing amounts each year from 1996 to the present (see below). Applications for 2003 grants are currently being accepted and evaluated. Grants will be awarded in February 2003 to successful applicants.

Previous Funding Levels:

FFY96 \$167,700
FFY97 \$169,300
FFY98 \$365,075
FFY99 \$486,800
FFY00 \$616,600
FFY01 \$610,374
FFY02 \$654,750

Project Support:

This program receives between 60 and 70 applications each year from communities and local trail organizations across Alaska. Approximately 25 grants are given each year. Every community and organization receiving a Recreational Trails Grant benefits and supports this program. In addition, this program is supported by the Governor's Trails and Recreational Access for Alaska (TRAAK) Program, local state park advisory boards, and local communities.

Project Opposition: none

State Match Required:

No state match is required. Grantees are required to provide a minimum of 20% match. The actual match often reaches 50%.