

SB

224

SFIN

FILE

GO BOND PROJECTS DESCRIPTIONS

Connect Anchorage - Dowling Road: Old Seward Highway to Minnesota Drive

This multiple-project initiative will address the most congested areas in Anchorage and Eagle River. This specific project will establish a major, new east-west roadway link from the Old Seward Highway to Minnesota Drive in the area south of Tudor road.

The purpose of the project is to relieve traffic congestion on nearby arterial roads and improve access to Anchorage International Airport. The proposed extension will provide east/west traffic flow, reduce traffic on Tudor Road and help to implement the goal of developing a more connected roadway pattern as identified in the Anchorage Long Range Transportation Plan (LRTP). The LRTP has identified this project as one of the top three projects to complete and anticipates the roadway will be a minimum of four lanes wide. The Department of Transportation and Public Facilities, in cooperation with the Anchorage Metropolitan Area Transportation Solutions (AMATS), has identified the need to construct roadway connectivity and accessibility improvements in the West Dowling Road Connection Project area. The arterial network in the project area is poor. The lack of continuous roadway limits accessibility and mobility within and through the project area.

Northern Access to University Medical District Study

This project consists of a reconnaissance study to evaluate alternative northern access into the Anchorage University Medical (U-Med) District. The U-Med District is one of the largest employment centers in Anchorage and generates tremendous volumes of traffic yet there is no direct access from the north. This new connection would avoid the need to use Northern Lights Boulevard and UAA Drive which are currently over capacity with average daily traffic counts approaching 43,000 and 10,000 cars respectively. The intersection of Northern Lights Boulevard and UAA Drive is one of the 12 intersections in Anchorage with the most traffic accidents. This is the first phase to develop a conceptual design, scope and cost estimate.

Dalton Highway Improvements

The 415-mile long Dalton Highway is the sole ground transportation link to the revenue lifeblood of Alaska, the North Slope oil fields. Over the last two decades the roadway surface and roadside drainage structures have fallen into disrepair due to insufficient funding.

Funding from the past three years has been used to address surface repairs on over 100 miles of the highway. The public response to this effort has been tremendous. The trucking industry and local legislators have seen the results and have committed to support continued funding.

Funding in FY09 will be used for the following:

MP 334 to 362 – Repair 28 miles, repair undulations, raise the grade in various areas, repair delineators and repair areas of high float asphalt.

MP 144 to 175 – Repair 31 miles, repair undulations, cut brush, re-grade drainage ditches and repair areas of high float asphalt.

Should funding be adequate, work could commence on:

MP 56 to 90 – Resurface 34 miles, re-grade drainage ditches, repair/replace culverts and raise the grade in various areas.

MP 0 to 28 – Resurface 25 miles, re-grade drainage ditches, repair and replace culverts, cut brush, and widen narrow areas.

Kenai Borough Road Projects

Construct road improvements in the Kenai Peninsula that will improve maintenance and operational efficiencies, and could result in the transfer of some State-owned facilities to the Kenai Peninsula Borough and local communities.

This project will address a variety of issues including resurfacing deteriorated pavement, paving existing gravel, improved gravel resurfacing, drainage improvements and new design standards on a number of local roads located throughout the Kenai Peninsula. These improvements are critical as development and population has grown rapidly but most of these roads have not seen any improvements in the past 20-30 years. This will improve the safety of these facilities and eliminate health concerns related to dust. This is a new project and will provide design and construction funding for projects nominated by the Kenai Peninsula Borough.

Nome: Snake River Bridge Replacement

This project will relocate the Snake River Bridge (#881) downstream from the current location and will include utility relocation.

The Snake River Bridge is a key transportation link to the City's port and industrial area. All freight must cross this bridge. The Snake River Bridge is structurally deficient with a substructure rating of 3 and a Sufficiency Rating of 45. The bridge provides the only access to the port causeway, fuel tank farms, the Nome Joint Utility System power plant, telecommunication satellites/dishes, post office distribution center, the Department of Transportation's equipment storage as well as many local businesses.

The bridge has suffered several significant closures over the past several years. There was structural damage in the spring of 2002 and continual partial failure of the bridge abutments persists. The wooden abutments have deteriorated significantly. The bridge should be replaced in order to safely serve the volume and type of traffic that use the bridge and plan for future uses.

Parks Highway: Weight Restriction Elimination Program

This project will provide pavement rehabilitation of the Parks Highway from MP 72 to MP 90. Pavement rehabilitation work is needed to restore the driving surface and allow for the removal of seasonal weight restrictions along this section of the Parks Highway. Various portions within this section have known pavement fatigue cracking (MP 76-77, MP 77-80, MP 83-84, and MP

89-90) that require reduced loading during spring break-up. Pavement rehabilitation would bring this section of highway back to full structural conditions.

Every spring for approximately six weeks, the department places weight restriction on the Parks Highway that limits the loads that commercial trucks carry to 85% of the maximum legal load limits. Weight restrictions are placed on highways that cannot adequately support legal loads without causing damage to the road surface or underlying embankment. These restrictions reduce the amount of freight that the trucks can carry and subsequently reduce the revenue to the trucking companies by about \$500-\$1,000 per trip. To meet the legal weights the freight and trucking companies must also break down their loads into smaller units. This additional handling of freight ultimately costs the consumer additional expense.

To support 100% legal loads year round, the department must upgrade approximately 50 miles of the Parks Highway. These areas need embankment reconstruction, repaving, widening and turn lanes. This project will go a long ways towards that goal.

Seward Highway: Windy Corner Safety Improvements

Provide improvements in the Windy Corner area of the Seward Highway, including highway and railroad relocation, passing lanes, sheep viewing turnout and recreational access.

This segment of the Seward Highway is designated a Traffic Safety Corridor due to the extremely high incidence of major injury and fatal accidents along this portion of the roadway. This stretch of highway has a 50% higher accident rate than average due to traffic congestion, lack of passing lanes, icy conditions, high speeds, curves and vehicle conflicts. This is a stand-alone component of an overall roadway project to reconstruct the Seward Highway from Potter Marsh in South Anchorage to the community of Bird.

Southeast Alaska: Pavement Rehabilitation

Resurface, shoulder, and drainage improvements as needed along segments of Mitkof Highway between Seow Bay and Hatchery Lake Road; Craig to Klawock Highway; and Glacier Highway between Brotherhood Bridge and Auke Bay Ferry Terminal.

Funding is needed to replace failing sections of pavement and provide ancillary shoulder and drainage improvements. Pavement age and failure rates are exceeding the ability of maintenance and deferred maintenance programs to keep pace. Without additional funding these pavement surfaces will not be maintainable.

Steese Highway / Johansen Expressway Area Traffic Improvements

Construct intersection, access and pedestrian improvements to relieve congestion and improve traffic safety in the vicinity of the rapidly developing commercial area in Northeast Fairbanks in the vicinity of the Steese Expressway and the Johansen Expressway.

This project includes intersection improvements, turn lanes, signing and signal improvements, pedestrian facilities, and drainage improvements. Focus will be on the Old Steese Highway and

its connectors to the Steese Expressway and the Johansen Expressway. An additional railroad crossing will be pursued to reduce congestion at current intersections.

Commercial development in the area between College Road, the Steese Expressway and the Johansen Expressway is increasing faster than the existing road system can accommodate. Traffic congestion and safety is an increasing concern. A significant amount of vacant commercial property is available for continued development. New residential development is also occurring in the area. These improvements will improve traffic flow and pedestrian access.

South Denali Access Road Design and Construction Project

This project will construct a road for a future visitor center with amenities on Curry Ridge in Denali State Park, and provide additional recreational opportunities for visitors and residents. The advantage of this location is that it is accessible as a day-trip from Anchorage or Wasilla. The road would begin at mile 134.6 of the Parks Highway and go for 3.5 miles to the future site of a visitor center that will provide interpretive information and programs and world-class views. Access roads, campgrounds, trails and waysides are also part of this project. Amenities will include food service, theater, power generation and restrooms. The National Park Service is estimating that income generated from entry fees into this facility will exceed \$3 million a year and that the on-going operating costs will be about \$1 million a year, serving an estimated 400,000 annual visitors. This funding request is for road development only. The paved road will have gravel shoulders and be designed for low speed traffic.

Support of the Port of Anchorage's Intermodal Expansion Project:

\$10 million is to provide support for the Port of Anchorage's extensive expansion and modernization initiative which will increase safety, prepare for business growth, insure continuity of operations and provide for adequate lands for port expansion.

Dear President Green:

Under the authority of art. III, sec. 18, of the Alaska Constitution, I am transmitting a bill providing for and relating to the issuance of general obligation bonds for the purpose of paying the cost of state transportation projects.

The state requires a stable transportation construction program. The capital budget addresses many critical transportation needs in Alaska. However, there is much more that needs to be done. Low interest notes provide the opportunity to keep overall spending low, while at the same time utilizing bond receipts to expand and improve our infrastructure. The use of state bond proceeds allows projects to move from design to completion much faster than the lengthy process that federal funding entails.

Safety, congestion, and gas pipeline preparation were the criteria used to identify these priority projects for inclusion in this bond proposal.

Section 1 of the bill adds a new section to the uncodified law of the state authorizing the issuance and sale of state general obligation bonds in the principal amount of not more than \$140 million if ratified by a majority of the qualified voters of the state who vote on the question. The full faith, credit, and resources of the state would be pledged to the payment of the principal of and interest and redemption premium, if any, on the bonds.

Section 2 of the bill adds a new section to the uncodified law of the state establishing the "2008 transportation project fund" if the voters ratify the issuance of the bonds, to which shall be credited the proceeds of the sale of the bonds except for the accrued interest and premiums.

Sections 3 - 5 of the bill add new sections to the uncodified law of the state appropriating from the 2008 transportation project fund the amounts of \$121.1 million to the Department of Transportation and Public Facilities to be allocated to specified road, highway, and bridge projects throughout Alaska; \$10 million to the Department of Commerce, Community, and Economic Development to be awarded as a grant to the Municipality of Anchorage for expansion of the Port of Anchorage; and \$8.9 million to the Department of Natural Resources to be allocated to the South Denali Access Road Design and Construction project.

Section 6 of the bill adds a new section to the uncodified law of the state appropriating from the general fund to the state bond committee \$700,000 or as much of that amount as is found necessary to carry out the provisions of this bill and to pay expenses incident to the sale and issuance of the bonds.

Section 7 of the bill adds a new section to the uncodified law of the state providing that the amount withdrawn from the public facility planning fund (AS 35.10.135) for the purpose of advance planning for the capital improvements financed under this bill shall be reimbursed from the proceeds of the sale of the bonds.

Section 8 of the bill amends the uncodified law of the state to add a

new section providing that the unexpended and unobligated balance of the appropriations made in secs. 3 - 5 lapses and is appropriated to the state bond committee to redeem bonds sold under this bill. Further, sec. 8 provides that amounts expended from the general fund to pay the principal, interest, and redemption premium on the bonds shall be reimbursed from this appropriation to the extent that the money is not needed to redeem the bonds.

Section 9 of the bill amends the uncodified law of the state to add a new section directing the submittal to the voters for ratification at the next general election the question of whether the state shall issue its general obligation bonds in the principal amount of not more than \$140 million for the purpose of paying the cost of state transportation projects.

I urge your prompt and favorable action on this measure.

Sincerely,
/s/
Sarah Palin
Governor

**Project Review Listing
FY2009 GO Bond Package**

Department of Commerce, Community, and Economic Development

<u>RefNum</u>	<u>Priority</u>	<u>AP/AL</u>	<u>Project Title</u>	<u>Fund Source</u>	<u>Total</u>	
41956	13	AP	Municipality of Anchorage - Port of Anchorage Intermodal Expansion Project	1008 G/O Bonds	\$10,000,000	
					G/O Bonds (1008):	\$10,000,000
					General Fund Total:	0
					Federal Total:	0
					Other Total:	\$10,000,000
					Department Total:	\$10,000,000

* indicates an appropriation with allocations (amounts not included in totals)

**Project Review Listing
FY2009 GO Bond Package**

Department of Natural Resources

<u>RefNum</u>	<u>Priority</u>	<u>AP/AL</u>	<u>Project Title</u>	<u>Fund Source Total</u>	
45281	21	AP	South Denali Access Road Design and Construction		
				1008 G/O Bonds	\$8,900,000
				G/O Bonds (1008):	\$8,900,000
				General Fund Total:	0
				Federal Total:	0
				Other Total:	\$8,900,000
				Department Total:	\$8,900,000

* Indicates an appropriation with allocations (amounts not included in totals)

**Project Review Listing
FY2009 GO Bond Package**

Department of Transportation and Public Facilities

<u>RefNum</u>	<u>Priority</u>	<u>AP/AL</u>	<u>Project Title</u>		<u>Fund Source Total</u>
45625	0	AP	Seward Highway: Windy Corner Safety Improvements		
				1008 G/O Bonds	\$20,000,000
45626	0	AP	Parks Highway: Weight Restriction Elimination Program		
				1008 G/O Bonds	\$15,000,000
45627	0	AP	Nome: Snake River Bridge Replacement		
				1008 G/O Bonds	\$10,000,000
45628	0	AP	Steesse Highway / Johansen Expressway Area Traffic Improvements		
				1008 G/O Bonds	\$15,000,000
45629	0	AP	Southeast Alaska: Pavement Rehabilitation		
				1008 G/O Bonds	\$15,000,000
45631	0	AL	Dowling Road: Old Seward Highway to Minnesota Drive		
				1008 G/O Bonds	\$22,100,000
45632	0	AL	Northern Access to University Medical District Study		
				1008 G/O Bonds	\$2,000,000
45633	0	AP	Kenai Borough Road Projects		
				1008 G/O Bonds	\$8,000,000
43056	7 *	AP	Connect Anchorage		
				1008 G/O Bonds	\$24,100,000
41390	10	AP	Dillon Highway Improvements		
				1008 G/O Bonds	\$14,000,000
				G/O Bonds (1008):	\$121,100,000
				General Fund Total:	0
				Federal Total:	0
				Other Total:	\$121,100,000
				Department Total:	\$121,100,000

G/O Bonds (1008) Grand Total:	\$240,000,000
General Fund Grand Total:	0
Federal Grand Total:	0
Other Grand Total:	\$240,000,000
Grand Total:	\$240,000,000

* Indicates an appropriation with allocations (amounts not included in totals)

Municipality of Anchorage - Port of Anchorage Intermodal Expansion Project FY2009 Request: \$10,000,000
 Reference No: 41956

AP/AL: Appropriation Project Type: Construction
 Category: Transportation Recipient: Municipality of Anchorage
 Location: Anchorage Areawide Contact: Samuel Thomas
 House District: Anchorage Areawide (HD 17-32) Contact Phone: (907)465-2506
 Estimated Project Dates: 07/01/2008 - 06/30/2013

Brief Summary and Statement of Need:

This project will provide funds for the Port of Anchorage Intermodal Expansion Project. This project contributes to the Department's mission of promoting a healthy economy and strong communities by providing economic growth to the communities it serves.

Funding:	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	Total
G/O Bonds	\$10,000,000						\$10,000,000
Total:	\$10,000,000	\$0	\$0	\$0	\$0	\$0	\$10,000,000

State Match Required One-Time Project Phased - new Phased - underway On-Going
 0% = Minimum State Match % Required Amendment Mental Health Bill

Operating & Maintenance Costs:

	Amount	Staff
Project Development:	0	0
Ongoing Operating:	0	0
<u>One-Time Startup:</u>	<u>0</u>	<u>0</u>
Totals:	0	0

Additional Information / Prior Funding History:

FY07 \$10,000,000 general funds, SLA 2006, Ch. 82, Sec. 1, Page 51, Line 29

Project Description/Justification:

The Port of Anchorage serves 80 percent of Alaska's population and is the entry point for 90 percent of the consumer goods of Alaska. The Port is the major gateway for Alaska's water-borne commerce and a vital element of the state's economy. In terms of economic impact, the Port generates more than \$750 million each year and nearly five million tons of freight will have crossed its docks during 2005.

This project has four primary objectives: 1) accommodate existing customer requirements; 2) accommodate growth and demand for Port services, especially with respect to potential new customers and the new generation of vessels anticipated to call at the Port; 3) stimulate economic development for the Municipality and the region by providing marine and landside transportation system improvements; and 4) better serve the military in the Port's role as the Nation's 15th Strategic Seaport. The U.S. Maritime Administration (MARAD) has been designated as the federal lead agency for Port development.

In 2005, the Port completed its road and rail project to the east of its facility and in 2006 began waterside improvements with the fill of 27 acres of tidelands to the north of the existing dock. The U.S. Army Corps of Engineer's 404 permit for this area has been obtained and borrow pits on Elmendorf Air Force Base have been identified.

The Port is securing project funding for this \$350-400 million project through a combination of federal, state and local financial resources. It is anticipated that the total federal cost share of this project will be 52%, with a 48% local match. The local match is anticipated to be a combination of state grants, Port retained earnings and loan proceeds.

South Denali Access Road Design and Construction

FY2009 Request: \$8,900,000
Reference No: 45281

AP/AL: Appropriation **Project Type: Construction**
Category: Natural Resources
Location: Statewide **Contact: Leta Simons**
House District: Statewide (HD 1-40) **Contact Phone: (907)465-2400**
Estimated Project Dates: 07/01/2008 - 06/30/2013

Brief Summary and Statement of Need:

This project will construct a road for a future visitor center with trails and amenities on Curry Ridge in Denali State Park, and provide additional recreational opportunities for visitors and residents. Access roads, campgrounds, trails and waysides are also part of this project.

Funding:	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	Total
G/O Bonds	\$8,900,000						\$8,900,000
Total:	\$8,900,000	\$0	\$0	\$0	\$0	\$0	\$8,900,000

<input type="checkbox"/> State Match Required	<input checked="" type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input 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>
Project Development:	0	0
Ongoing Operating:	0	0
<u>One-Time Startup:</u>	<u>0</u>	<u>0</u>
Totals:	0	0

Additional Information / Prior Funding History:

New Project - No Prior Funding History

Project Description/Justification:

South Denali is a planning project with a 30+ year history. The latest effort is progressing well based on thorough planning and inclusion of public and commercial input. We have a very unified support base for the project.

The road would begin at mile 134.6 of the Parks Highway and go for 3.5 miles to the future site of the visitor center. The road will have nine-foot wide lanes with one-foot shoulders making the road a 20-foot minimum width. It may be expanded to a 24-foot width for increased safety. The road will be paved but low profile with gravel shoulders for an aesthetic appearance. The access road will be designed for low speed traffic and to a preferred gradient of 8%.

The road will access a future visitor center with a world class view. The amenities that are planned to be included are visitor contact, interpretation, food service, theater, power generation and restrooms.

The National Park Service is estimating that income generated from entry fees into this facility will exceed over \$3 million a year and that the on-going operating costs would be about \$1 million a year.

As stated in the South Denali Visitor Center Congressional information pamphlet, it is estimated that annual visitation to the center will range between 250,000-350,000 people. This funding request is directly intended for road development only.

Shuttle buses that are used to access the visitor center could also be used for transportation to rafting, wildlife viewing, hotel and other visitor services. Visitation is expected to be around 400,000 users or more per year. This facility will be a big attraction for all visitors with the added attraction of being able to stay in the Anchorage and Wasilla hotels before or after making a day trip to get there. This can truly be a day trip Denali experience.

South Denali Access Road Design and Construction
FY2009 Request: \$8,900,000
Reference No: 45281

The State of Alaska, Matanuska Susitna Borough, and the Federal government will participate in the development of this project. With the funding requested, the State will provide the access road and trail system for the ridge development.

Why is this Project Needed Now?:

The public need for additional recreational access in the South Denali area is growing exponentially. This facility and its associated amenities would provide a long term solution to this access need. The public process defined a visitor center on Curry Ridge and Parks Highway associated amenities as a priority needed now.

Specific Spending Detail:

<u>LINE ITEM</u>	<u>DOLLAR AMOUNT</u>	<u>DESCRIPTION (text)</u>
Personal Services	\$ 600,000	Planning and Design funding
Travel	\$ 100,000	Travel and Per Diem <i>pre-design work includes field reconnaissance and data collection in a remote area. Once there, staff will need to remain in the area for an extended period.</i>
Services	\$ 8,100,000	Professional Service Contracts for Design and Construction
Commodities	\$100,000	Supplies

Project Support:

National Park Service, Matanuska Susitna Borough, State of Alaska, Alaska Railroad, Cook Inlet Regional Corporation, Alaska Tourism Industry Association, local communities and general public.

Project Opposition:

Through the public process of the South Denali Implementation Plan, minor opposition was encountered. For example, there were requests for DNR to mitigate conflicts between the motorized and non-motorized users. The subject of opposition is addressed in the Record of Decision for this project. Page 245 lists the exact opposition. The Record of Decision can be found at www.southdenaliplanning.com

Crime Lab Replacement

FY2009 Request: \$100,000,000
Reference No: 41600

AP/AL: Appropriation
Category: Law and Justice
Location: Statewide

Project Type: Construction

Contact: Dan Spencer, Director, Administrative Services

House District: Statewide (HD 1-40)
Estimated Project Dates: 07/01/2008 - 06/30/2010

Contact Phone: (907)465-5488

Brief Summary and Statement of Need:

This project would fund a new crime laboratory building.

Funding:	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	Total
G/O Bonds	\$100,000,000						\$100,000,000
Total:	\$100,000,000	\$0	\$0	\$0	\$0	\$0	\$100,000,000

<input type="checkbox"/> State Match Required	<input checked="" type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input 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>
Project Development:	0	0
Ongoing Operating:	0	0
<u>One-Time Startup:</u>	<u>0</u>	<u>0</u>
Totals:	0	0

Additional Information / Prior Funding History:

Sec 1, Ch 82, SLA 2006, Page 81, Lines 15-16 \$4,800,000 General Funds

Project Description/Justification:

The current crime lab facility was constructed in 1986 to house the state's forensic laboratory functions that serve all law enforcement agencies in the state. The facility is no longer physically capable of housing the personnel and instrumentation necessary to meet the state's forensic analysis demands.

The lab provides forensic analysis to all local, state, and federal law enforcement agencies in Alaska in the areas of latent fingerprints, firearms, trace evidence, and other criminalistics services, blood and breath alcohol analysis, drug analysis, and DNA analysis. Additionally, the crime lab provides crime scene response and courtroom testimony.

The advent of DNA analysis and its use in solving crimes has resulted in establishment of an entire new section, including personnel, instrumentation, and evidence analysis, whose space has to be fit into a facility that was already crowded at best. With new laws requiring large classes of convicted criminals to provide DNA samples, the expansion of interconnected DNA databases nationwide, and significant improvements in DNA technologies, this section will only continue to grow in both importance to the law enforcement community and in its physical space requirements.

Bringing this section into the lab has already forced other sections of the lab into spaces such as the garage and maintenance areas that were previously available for processing large items of evidence such as vehicles and for dealing with large quantities of evidence such as from a major crime scene.

All sections of the lab are experiencing ever increasing backlogs of requests for forensic exams. This is due in part to agencies increasing the number of police personnel and in part to the success of new technologies such as DNA and electronic fingerprint processing. Both increase the demands on the lab.

Crime Lab Replacement

FY2009 Request: \$100,000,000
Reference No: 41600

In simple terms, we have outgrown the current facility. The existing space is 18,000 square feet and houses 42 full time employees. The building is at the limits of its ability to house staff and equipment. Without more space, the capacity of the laboratory to perform analyses and meet their desired end result of expanding their forensic databases, such as the Combined DNA Index System (CODIS) database, is limited.

The department has begun site selection and preliminary design work, using funding from a FY2007 capital appropriation. A site within the Municipality of Anchorage has been identified and the department is working with the Municipality to acquire a long-term lease.

Connect Anchorage

FY2009 Request: \$24,100,000
Reference No: 43056

AP/AL: Appropriation with Allocations

Project Type: Construction

Category: Transportation

Location: Anchorage Areawide

Contact: Frank Richards

House District: Anchorage Areawide (HD 17-32)

Contact Phone: (907)465-3900

Estimated Project Dates: 07/01/2008 - 06/30/2013

Brief Summary and Statement of Need:

This multiple-project initiative will address the most congested areas in Anchorage and Eagle River. This project contributes to the Department's Mission by reducing injuries, fatalities and property damage and by improving the mobility of people and goods.

Funding:	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	Total
G/O Bonds	\$24,100,000						\$24,100,000
Total:	\$24,100,000	\$0	\$0	\$0	\$0	\$0	\$24,100,000

<input type="checkbox"/> State Match Required	<input type="checkbox"/> One-Time Project	<input checked="" type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input 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>
Project Development:	0	0
Ongoing Operating:	0	0
<u>One-Time Startup:</u>	<u>0</u>	<u>0</u>
Totals:	0	0

Additional Information / Prior Funding History:

FY2008 - \$35,000,000.

Project Description/Justification:

On October 12, 2006, the State of Alaska and the Municipality of Anchorage signed an agreement to work cooperatively to seek funding to develop and construct transportation projects and work towards a complete implementation of the Anchorage Long Range Transportation Plan (LRTP) through an initiative called **Connect Anchorage**. **Connect Anchorage** is a 10-year congestion relief program funded by federal, state and local sources that will focus on the congestion relief and capacity improvements that have been identified by the Anchorage LRTP, the Statewide Transportation Improvement Program and the Anchorage Metropolitan Transportation Solutions Transportation Improvement Program.

Past funding efforts by the state helped alleviate some of the congestion issues in Anchorage. The passage of the 2002 bond ballot in conjunction with State appropriations represent just over \$30 million of state money per year invested into the Anchorage congestion problem. In addition, a programmatic approach with concurrent development of projects will result in a more predictable and efficient implementation instead of a project-by-project consecutive approach as has been done in the past.

Projects proposed for FY2009 General Obligation Bonds include:

- Dowling Road: Old Seward Highway to Minnesota Drive \$22.1M
- Northern Access to University Medical District Study \$2.0M (supplements \$500K Municipal Bond funds)

Dowling Road: Old Seward Highway to Minnesota Drive FY2009 Request: \$22,100,000
 Reference No: 45631

AP/AL: Allocation Project Type: Construction
 Category: Transportation
 Location: Anchorage Areawide Contact: Frank Richards
 House District: Anchorage Areawide (HD 17-32) Contact Phone: (907)465-3900
 Estimated Project Dates: 07/01/2008 - 06/30/2013
 Appropriation: Connect Anchorage

Brief Summary and Statement of Need:

Project will establish a major, new east-west roadway link from the Old Seward Highway to Minnesota Drive in the area south of Tudor road. This project contributes to the Department's Mission by reducing injuries, fatalities and property damage and by improving the mobility of people and goods.

Funding:	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	Total
G/O Bonds	\$22,100,000						\$22,100,000
Total:	\$22,100,000	\$0	\$0	\$0	\$0	\$0	\$22,100,000

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

Operating & Maintenance Costs:

	Amount	Staff
Project Development:	0	0
Ongoing Operating:	0	0
<u>One-Time Startup:</u>	<u>0</u>	<u>0</u>
Totals:	0	0

Additional Information / Prior Funding History:

Project Description/Justification:

The purpose of the project is to relieve traffic congestion on nearby arterial roads and improve access to Anchorage International Airport. The proposed extension will provide east/west traffic flow, reduce traffic on Tudor Road and help to implement the goal of developing a more connected roadway pattern as identified in the Anchorage Long Range Transportation Plan (LRTP). The LRTP has identified this project as one of the top three projects to complete and anticipates the roadway will be a minimum of four lanes wide. The Department of Transportation and Public Facilities, in cooperation with the Anchorage Metropolitan Area Transportation Solutions (AMATS), has identified the need to construct roadway connectivity and accessibility improvements in the West Dowling Road Connection Project area. The arterial network in the project area is poor. The lack of continuous roadway limits accessibility and mobility within and through the project area.

The identified needs of the project include the following:

- Provide additional east-west connectivity to north-south arterials such as Old Seward Highway, C Street, Arctic Boulevard, and Minnesota Drive.
- Reduce congestion on surrounding arterials, including Dimond Boulevard, Tudor Road, and C Street.
- Distribute north-south trips to and from residential areas such as the Taku/Campbell community and employment areas in Midtown and the University-Medical District.

Dowling Road: Old Seward Highway to Minnesota Drive

FY2009 Request: \$22,100,000

Reference No: 45631

- Improve accessibility to neighborhoods like Taku/Campbell and Sand Lake, and other land uses in the project area.
- Provide improved connectivity and mobility for trips traveling through the project area.
- Improve convenience, mobility, and efficiency for freight and emergency service providers.

Northern Access to University Medical District Study

FY2009 Request: \$2,000,000
Reference No: 45632

AP/AL: Allocation

Project Type: Construction

Category: Transportation

Location: Anchorage Areawide

Contact: Frank Richards

House District: Anchorage Areawide (HD 17-32) Contact Phone: (907)465-3900

Estimated Project Dates: 07/01/2008 - 06/30/2013

Appropriation: Connect Anchorage

Brief Summary and Statement of Need:

Project consists of a reconnaissance study to evaluate alternative northern access into the Anchorage University Medical (U-Med) District. This project contributes to the Department's Mission by reducing injuries, fatalities and property damage and by improving the mobility of people and goods.

Funding:	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	Total
G/O Bonds	\$2,000,000						\$2,000,000
Total:	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$2,000,000

<input type="checkbox"/> State Match Required	<input checked="" type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input 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>
Project Development:	0	0
Ongoing Operating:	0	0
<u>One-Time Startup:</u>	<u>0</u>	<u>0</u>
Totals:	0	0

Additional Information / Prior Funding History:

Project Description/Justification:

Project consists of a study to analyze options for improved roadway access into the Anchorage U- Med District. The U-Med District is one of the largest employment centers in Anchorage and generates tremendous volumes of traffic yet there is no direct access from the north. This new connection would avoid the need to utilize Northern Lights Boulevard and UAA Drive which are currently over capacity with average daily traffic counts approaching 43,000 and 10,000 cars respectively. The intersection of Northern Lights Boulevard and UAA Drive is one of the 12 intersections in Anchorage with the most traffic accidents. This is the first phase to develop a conceptual design, scope and cost estimate.

Dalton Highway Improvements

FY2009 Request: \$14,000,000
Reference No: 41390

AP/AL: Appropriation
Category: Transportation
Location: Statewide

Project Type: Construction

House District: Statewide (HD 1-40)
Estimated Project Dates: 07/01/2008 - 06/30/2013

Contact: Frank Richards
Contact Phone: (907)465-3900

Brief Summary and Statement of Need:

The 415-mile long Dalton Highway is the sole ground transportation link to the revenue lifeblood of Alaska, the North Slope oil fields. Over the last two decades the roadway surface and roadside drainage structures have fallen into disrepair due to insufficient funding. This project contributes to the Department's Mission by reducing injuries, fatalities and property damage and by improving the mobility of people and goods.

Funding:	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	Total
G/O Bonds	\$14,000,000						\$14,000,000
Total:	\$14,000,000	\$0	\$0	\$0	\$0	\$0	\$14,000,000

<input type="checkbox"/> State Match Required	<input type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input checked="" type="checkbox"/> Phased - underway	<input 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>
Project Development:	0	0
Ongoing Operating:	0	0
<u>One-Time Startup:</u>	<u>0</u>	<u>0</u>
Totals:	0	0

Additional Information / Prior Funding History:

FY2008 - \$9,000,000; FY2007 - \$9,000,000 General Funds; FY2006 - \$6,000,000 AK Capital Income Fund.

Project Description/Justification:

The department received \$9.0 million in FY08 to address the large outstanding needs for highway maintenance on the Dalton Highway. This was the third year of funding for the Dalton. Funding from the past three years has been used to address surface repairs on over 100 miles of the highway. The public response to this effort has been tremendous. The trucking industry and local legislators have seen the results and have committed to support continued funding.

Funding in FY09 will be used for the following:

MP 334 to 362 – Repair 28 miles, repair undulations, raise the grade in various areas, repair delineators and repair areas of high float asphalt.

MP 144 to 175 – Repair 31 miles, repair undulations, cut brush, re-grade drainage ditches and repair areas of high float asphalt.

Should funding be adequate, work could commence on:

MP 56 to 90 – Resurface 34 miles, re-grade drainage ditches, repair/replace culverts and raise the grade in various areas.

MP 0 to 28 – Resurface 25 miles, re-grade drainage ditches, repair and replace culverts, cut brush, and widen narrow

Dalton Highway Improvements

FY2009 Request: \$14,000,000
Reference No: 41390

areas.

This effort will support the Department's Mission End Results and Strategies of:

- Improved mobility of people and goods.
- No increases in deferred maintenance needs.
- Improve customer satisfaction with Department of Transportation and Public Facilities (DOT&PF) services.

Kenai Borough Road Projects

FY2009 Request: \$8,000,000
Reference No: 45633

AP/AL: Appropriation

Project Type: Construction

Category: Transportation

Location: Kenai Areawide

Contact: Frank Richards

House District: Kenai Areawide (HD 33-35)

Contact Phone: (907)465-3900

Estimated Project Dates: 07/01/2008 - 06/30/2013

Brief Summary and Statement of Need:

Construct road improvements in the Kenai Peninsula that will improve maintenance and operational efficiencies, and could result in the transfer of some State-owned facilities to the Kenai Peninsula Borough and local communities. This project contributes to the Department's Mission by reducing injuries, fatalities and property damage and by improving the mobility of people and goods.

Funding:	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	Total
G/O Bonds	\$8,000,000						\$8,000,000
Total:	\$8,000,000	\$0	\$0	\$0	\$0	\$0	\$8,000,000

<input type="checkbox"/> State Match Required	<input checked="" type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input 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>
Project Development:	0	0
Ongoing Operating:	0	0
<u>One-Time Startup:</u>	<u>0</u>	<u>0</u>
Totals:	0	0

Additional Information / Prior Funding History:

Project Description/Justification:

This project will address a variety of issues including resurfacing deteriorated pavement, paving existing gravel, improved gravel resurfacing, drainage improvements and new design standards on a number of local roads located throughout the Kenai Peninsula. These improvements are critical as development and population has grown rapidly but most of these roads have not seen any improvements in the past 20-30 years. This will improve the safety of these facilities and eliminate health concerns related to dust. This is a new project and will provide design and construction funding for projects nominated by the Kenai Peninsula Borough.

Nome: Snake River Bridge Replacement

FY2009 Request: \$10,000,000

Reference No: 45627

AP/AL: Appropriation
Category: Transportation
Location: Nome
House District: Bering Straits (HD 39)
Estimated Project Dates: 07/01/2008 - 06/30/2013

Project Type: Construction
Contact: Frank Richards
Contact Phone: (907)465-3900

Brief Summary and Statement of Need:

This project will relocate the Snake River Bridge (#881) downstream from the current location and will include utility relocation. This project contributes to the Department's Mission by reducing injuries, fatalities and property damage and by improving the mobility of people and goods.

Funding:	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	Total
G/O Bonds	\$10,000,000						\$10,000,000
Total:	\$10,000,000	\$0	\$0	\$0	\$0	\$0	\$10,000,000

<input type="checkbox"/> State Match Required	<input checked="" type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input 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>
Project Development:	0	0
Ongoing Operating:	0	0
<u>One-Time Startup:</u>	<u>0</u>	<u>0</u>
Totals:	0	0

Additional Information / Prior Funding History:

Project Description/Justification:

The Snake River Bridge is a key transportation link to the City's port and industrial area. All freight must cross this bridge. The Snake River Bridge is structurally deficient with a substructure rating of 3 and a Sufficiency Rating of 45. The bridge provides the only access to the port causeway, fuel tank farms, the Nome Joint Utility System power plant, telecommunication satellites/dishes, post office distribution center, the Department of Transportation's equipment storage as well as many local businesses.

The bridge has suffered several significant closures over the past several years. There was structural damage in the spring of 2002 and continual partial failure of the bridge abutments persists. The wooden abutments have deteriorated significantly. The bridge should be replaced in order to safely serve the volume and type of traffic that use the bridge and plan for future uses.

Parks Highway: Weight Restriction Elimination Program

FY2009 Request: \$15,000,000
Reference No: 45626

AP/AL: Appropriation
Category: Transportation
Location: Statewide
House District: Statewide (HD 1-40)
Estimated Project Dates: 07/01/2008 - 06/30/2013

Project Type: Construction
Contact: Frank Richards
Contact Phone: (907)465-3900

Brief Summary and Statement of Need:

This project will provide pavement rehabilitation of the Parks Highway from MP 72 to MP 90. Pavement rehabilitation work is needed to restore the driving surface and allow for the removal of seasonal weight restrictions along this section of the Parks Highway. Various portions within this section have known pavement fatigue cracking (MP 76-77, MP 77-80, MP 83-84, and MP 89-90) that require reduced loading during spring breakup. Pavement rehabilitation would bring this section of highway back to full structural conditions. This project contributes to the Department's Mission by reducing injuries, fatalities and property damage and by improving the mobility of people and goods.

Funding:	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	Total
G/O Bonds	\$15,000,000						\$15,000,000
Total:	\$15,000,000	\$0	\$0	\$0	\$0	\$0	\$15,000,000

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

Operating & Maintenance Costs:	Amount	Staff
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	
Totals:	0	0

Additional Information / Prior Funding History:

Project Description/Justification:

Every spring for approximately six weeks, the department places weight restriction on the Parks Highway that limits the loads that commercial trucks carry to 85% of the maximum legal load limits. Weight restrictions are placed on highways that cannot adequately support legal loads without causing damage to the road surface or underlying embankment. These restrictions reduce the amount of freight that the trucks can carry and subsequently reduce the revenue to the trucking companies by about \$500-\$1,000 per trip. To meet the legal weights the freight and trucking companies must also break down their loads into smaller units. This additional handling of freight ultimately costs the consumer additional expense.

To support 100% legal loads year round, the department must upgrade approximately 50 miles of the Parks Highway. These areas need embankment reconstruction, repaving, widening and turn lanes. This project will go a long ways towards that goal.

Seward Highway: Windy Corner Safety Improvements

FY2009 Request: \$20,000,000
Reference No: 45625

AP/AL: Appropriation
Category: Transportation
Location: Anchorage Areawide
House District: Anchorage Areawide (HD 17-32)
Estimated Project Dates: 07/01/2008 - 06/30/2013

Project Type: Construction
Contact: Frank Richards
Contact Phone: (907)465-3900

Brief Summary and Statement of Need:

Provide improvements in the Windy Corner area of the Seward Highway, including highway and railroad relocation, passing lanes, sheep viewing turnout and recreational access. This project contributes to the Department's Mission by reducing injuries, fatalities and property damage and by improving the mobility of people and goods.

Funding:	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	Total
G/O Bonds	\$20,000,000						\$20,000,000
Total:	\$20,000,000	\$0	\$0	\$0	\$0	\$0	\$20,000,000

State Match Required One-Time Project Phased - new Phased - underway On-Going
0% = Minimum State Match % Required Amendment Mental Health Bill

Operating & Maintenance Costs:

	Amount	Staff
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	0
Totals:	0	0

Additional Information / Prior Funding History:

Project Description/Justification:

This segment of the Seward Highway is designated a Traffic Safety Corridor due to the extremely high incidence of major injury and fatal accidents along this portion of the roadway. This stretch of highway has a 50% higher accident rate than average due to traffic congestion, lack of passing lanes, icy conditions, high speeds, curves and vehicle conflicts. This is a stand alone component of an overall roadway project to reconstruct the Seward Highway from Potter Marsh in South Anchorage to the community of Bird.

Southeast Alaska: Pavement Rehabilitation

FY2009 Request: \$15,000,000
Reference No: 45629

AP/AL: Appropriation

Project Type: Construction

Category: Transportation

Location: Southeast Alaska

Contact: Frank Richards

House District: Southeast Areawide (HD 1-5)

Contact Phone: (907)465-3900

Estimated Project Dates: 07/01/2008 - 06/30/2013

Brief Summary and Statement of Need:

Resurface, shoulder, and drainage improvements as needed along segments of Mitkof Highway between Scow Bay and Hatchery Lake Road; Craig to Klawock Highway; and Glacier Highway between Brotherhood Bridge and Auke Bay Ferry Terminal. This project contributes to the Department's Mission by reducing injuries, fatalities and property damage and by improving the mobility of people and goods.

Funding:	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	Total
G/O Bonds	\$15,000,000						\$15,000,000
Total:	\$15,000,000	\$0	\$0	\$0	\$0	\$0	\$15,000,000

<input type="checkbox"/> State Match Required	<input checked="" type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input 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>
Project Development:	0	0
Ongoing Operating:	0	0
<u>One-Time Startup:</u>	<u>0</u>	<u>0</u>
Totals:	0	0

Additional Information / Prior Funding History:

Project Description/Justification:

Funding is needed to replace failing sections of pavement and provide ancillary shoulder and drainage improvements. Pavement age and failure rates are exceeding the ability of maintenance and deferred maintenance programs to keep pace. Without additional funding these pavement surfaces will not be maintainable.

SARAH PALIN
GOVERNOR

GOVERNOR@GOV.STATE.AK.US



P.O. Box 110001
JUNEAU, ALASKA 99811-0001
(907) 465-3500
FAX (907) 465-3532
WWW.GOV.STATE.AK.US

STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

January 15, 2008

The Honorable John Harris
Speaker of the House
Alaska State Legislature
State Capitol, Room 208
Juneau, AK 99801-1182

Dear Speaker Harris:

Under the authority of art. III, sec. 18, of the Alaska Constitution, I am transmitting a bill providing for and relating to the issuance of general obligation bonds for the purpose of paying the cost of a scientific crime detection laboratory.

This revenue would be utilized for the construction of a "state of the science" crime lab that will serve the needs of Alaska's citizens and law enforcement agencies for at least the next 40 years.

Over the last 30 years, both the types of evidence analysis and the number of cases submitted by law enforcement for assistance from the crime lab have increased tremendously. Currently, the crime lab provides expert assistance in the areas of fingerprints, biological screening, hair analysis, trace screening, blood alcohol content, drug analysis, DNA, crime scene investigations, shoe prints, and firearm/toolmark ballistics.

Forensic science continues to improve. New technology and added analysis are expanding the importance of forensic science in criminal justice investigations; examples include arson analysis equipment, laser examination equipment, vacuum metal deposition chamber examination equipment, trace evidence examinations, space and equipment examinations, toxicology, and question document analysis. Additionally, expanded processing space is necessary to examine evidence from small items such as drug baggies and blood stained clothing to larger items such as entire vehicles. The new crime lab will have sufficient space to accommodate such improvements.

The Honorable John Harris
January 15, 2008
Page 2

The crime lab has managed to provide an excellent level of assistance to law enforcement during this time of growth. However, in the past five years, the growing demand for lab services has exceeded the capacity of the lab to provide all the services needed by Alaskans. Alaska needs a new crime lab. The new crime lab will provide 80 thousand square feet with room for future expansion.

Section 1 of the bill adds a new section to the uncodified law of the state authorizing the issuance and sale of state general obligation bonds in the principal amount of not more than 100 million, if ratified by a majority of the qualified voters of the state who vote on the question. The full faith, credit, and resources of the state would be pledged to the payment of the principal of and interest and redemption premium, if any, on the bonds.

Section 2 of the bill adds a new section to the uncodified law of the state establishing the "scientific crime detection laboratory project fund" if the voters ratify the issuance of the bonds, to which shall be credited the proceeds of the sale of the bonds except for the accrued interest and premiums.

Section 3 of the bill adds a new section to the uncodified law of the state appropriating 100 million from the scientific crime detection laboratory project fund and up to 6 million in anticipated investment earnings to the Department of Public Safety to be allocated to the design and construction of a state scientific crime detection laboratory in Anchorage.

Section 4 of the bill adds a new section to the uncodified law of the state appropriating from the general fund to the state bond committee \$500,000 or as much of that amount as is found necessary to carry out the provisions of this bill and to pay expenses incident to the sale and issuance of the bonds.

Section 5 of the bill adds a new section to the uncodified law of the state providing that the amount withdrawn from the public facility planning fund (AS 35.10.135) for the purpose of advance planning for the capital improvements financed under this bill shall be reimbursed from the proceeds of the sale of the bonds.

Section 6 of the bill adds a new section to the uncodified law of the state providing that the unexpended and unobligated balance of the appropriation made in sec. 3 lapses and is appropriated to the state bond committee to redeem bonds sold under this bill. Further, sec. 6 provides that amounts expended from the general fund to pay the principal, interest, and redemption premium on the bonds shall be

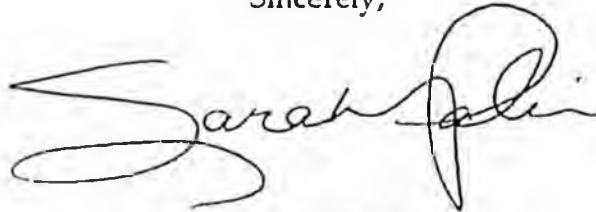
The Honorable John Harris
January 15, 2008
Page 3

reimbursed from this appropriation to the extent that the money is not needed to redeem the bonds.

Section 7 of the bill amends the uncodified law of the state to add a new section directing the submittal to the voters for ratification at the next general election the question of whether the state shall issue its general obligation bonds in the principal amount of not more than 100 million for the purpose of paying the cost of design and construction of a scientific crime detection laboratory.

I urge your prompt and favorable action on this measure.

Sincerely,

A handwritten signature in black ink, appearing to read "Sarah Palin". The signature is fluid and cursive, with a large initial "S" and a distinct "P" at the end.

Sarah Palin
Governor

Enclosure

**Project Review Listing
FY2009 GO Bond Package**

Department of Public Safety

<u>RefNum</u>	<u>Priority</u>	<u>AP/AL</u>	<u>Project Title</u>	<u>Fund Source Total</u>	
41600	18	AP	Crime Lab Replacement		
				1008 G/O Bonds	\$100,000,000
				G/O Bonds (1008):	\$100,000,000
				General Fund Total:	0
				Federal Total:	0
				Other Total:	\$100,000,000
				Department Total:	\$100,000,000

* Indicates an appropriation with allocations (amounts not included in totals)

2/25/08

**Alaska Department of
Transportation & Public
Facilities
- GO Bond Projects -**

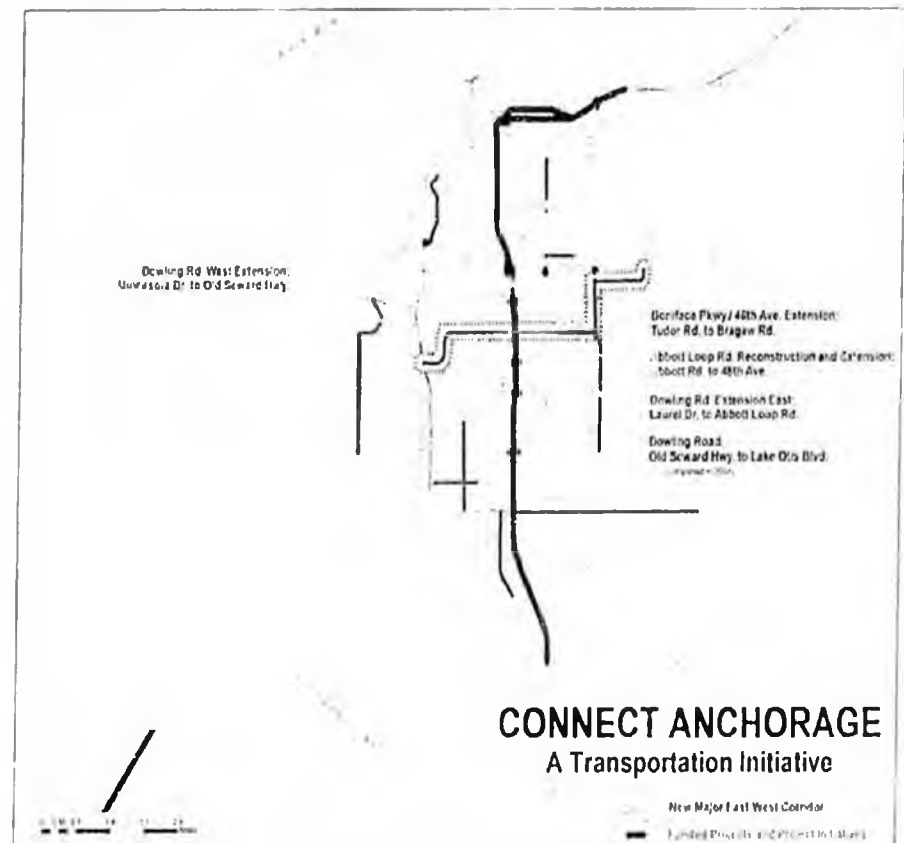
February 7, 2008



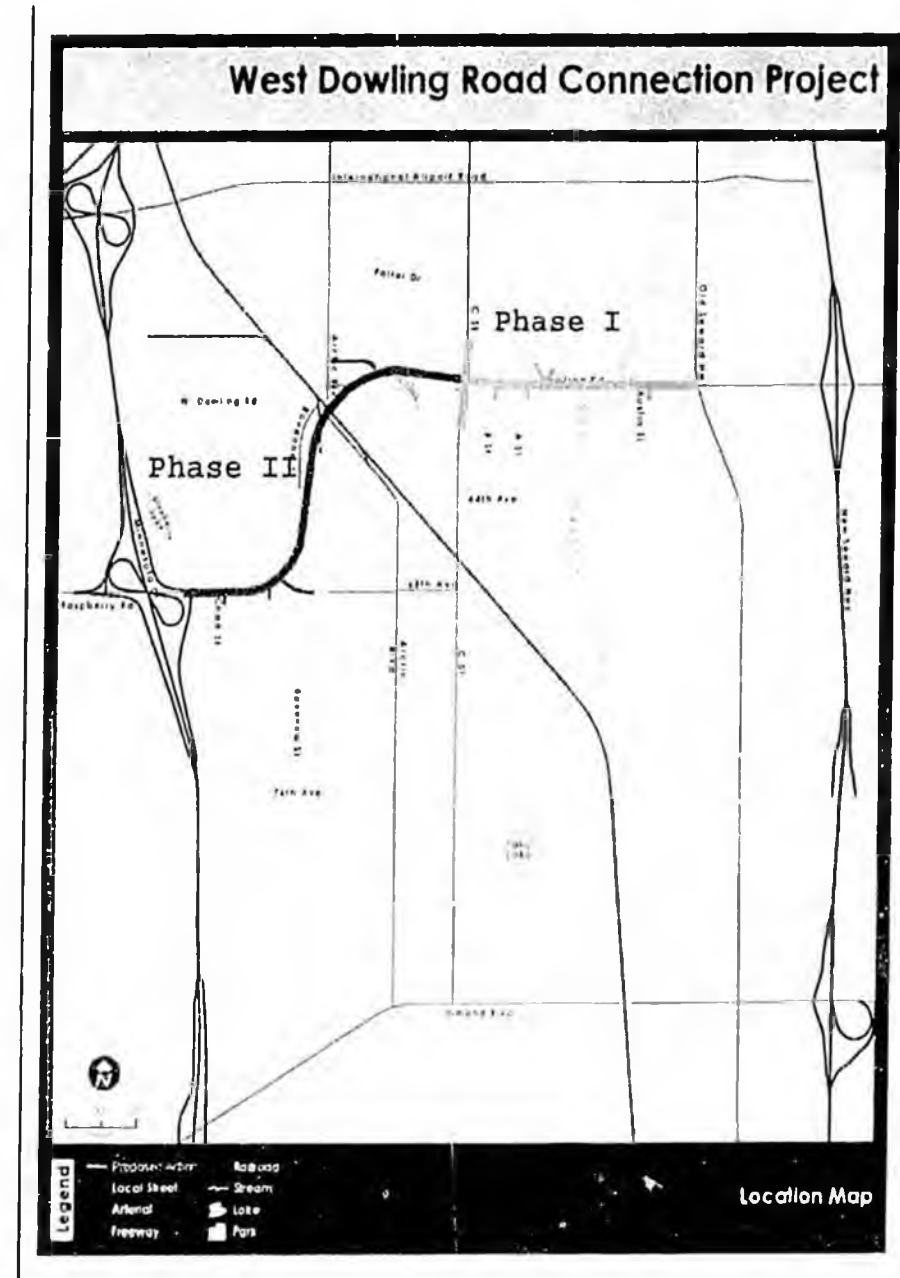
Dowling Road: Old Seward Highway to Minnesota Drive

Cost:
\$22.1 million

- Connects Raspberry Road to Boniface Parkway.
- Part of continuous cross-town east-west corridor.



- Improves access to Anchorage International Airport.
- Relieves congestion on Tudor Road and Dimond Boulevard
- Project to be constructed in two phases:
 - Phase I Old Seward Highway to C Street
 - Phase II C Street to Minnesota Drive



Dowling Road: Old Seward Highway to Minnesota Road

- Tudor & Diamond have 3 of top 12 accident locations
- 23,000 vehicles per day on Dowling Road in 2025



Northern Access to University- Medical

Cost:
\$2 million

District Study

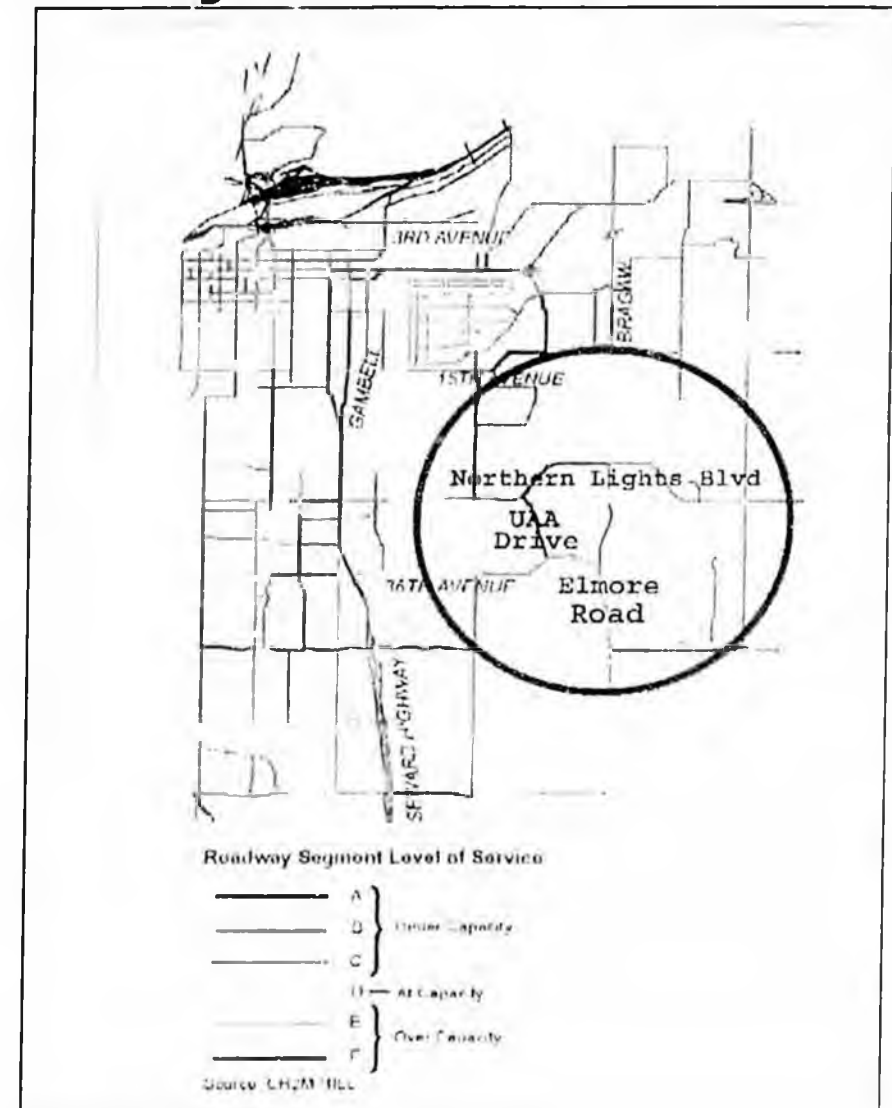
Evaluate alternatives to:

- Improves access to the U-Med District
- Accommodate increased population growth from Mat-Su



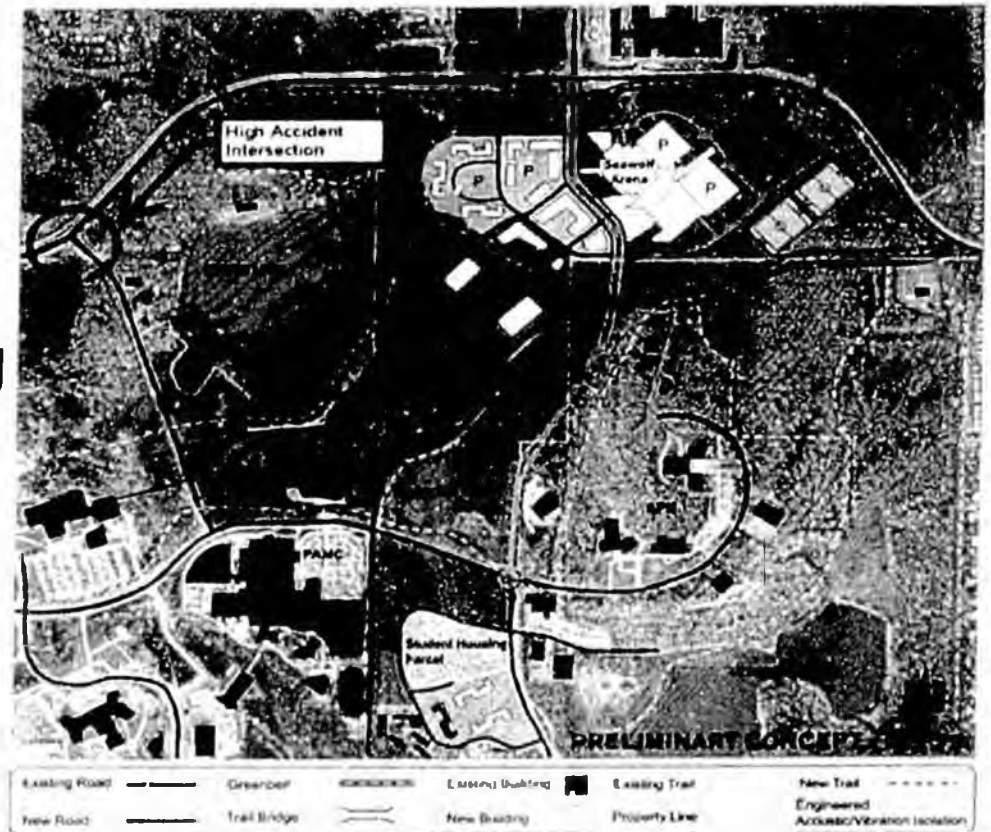
Northern Access to University- Medical District Study

- Traffic congestion predicted to worsen w/out northern access.
- Bypasses congested No. Lights Blvd & UAA Drive.
- Access to the largest private employer in Alaska: Providence Medical Center
- Job growth in U-Med outpaces City and State averages.



Northern Access to University Medical District Study

- Supported by UAA & MOA
- Improves safety at high accident location of No. Lights Blvd and UAA Drive.
- Included in Anchorage Long Range Transportation Plan.



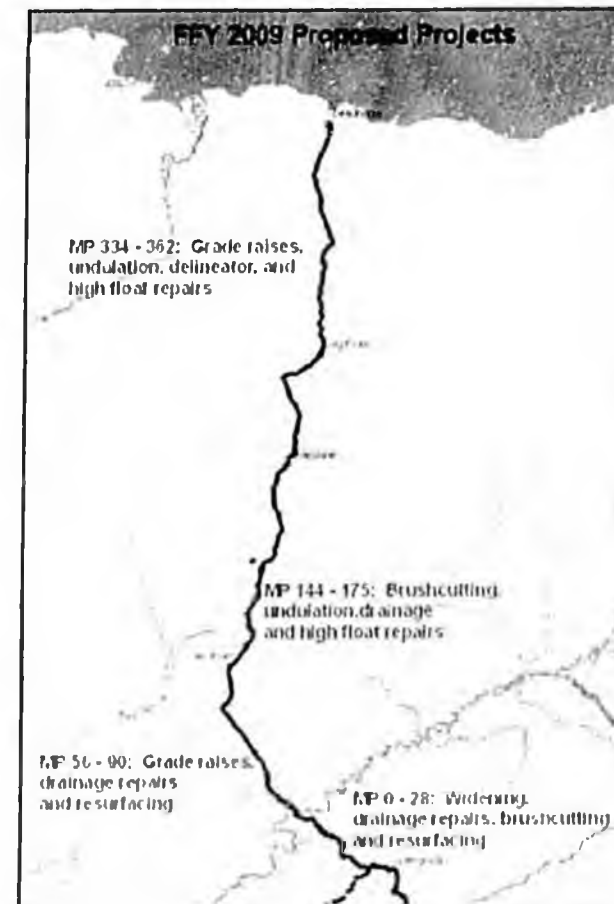
DALTON HIGHWAY

M & O Proposed FY09 Projects

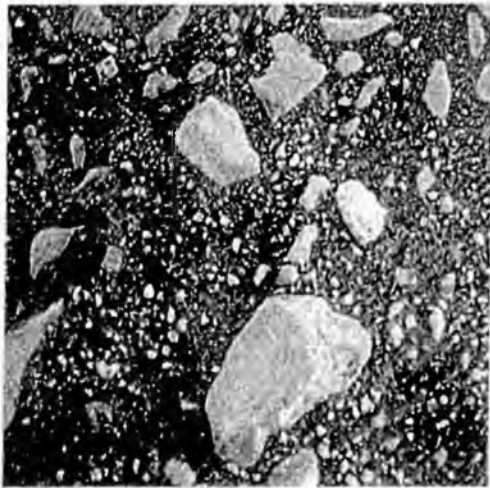
Cost
\$14 million

IMPROVES 121 MILES!

- MP 334-362: Grade raises, undulation, high float repairs
- MP 144-175: Undulation, drainage, high float repairs
- MP 56-90: Grade Raises, drainage repairs
- MP 0-28: Widening, drainage, resurfacing



DALTON HIGHWAY IMPROVEMENTS



➤ Improve safety, drivability, extend the surface life approx. 5 years



➤ Provide reliable movement of goods & services to support our primary source of state revenue



Kenai Peninsula Borough Roads

- **Cost : \$8 million**
- KPB owns and maintains 623 miles of road; 50% are substandard
- Many substandard roads initially constructed by developers must now be maintained by Borough
- Improvements needed for better, more cost effective maintenance and emergency vehicle access



SNAKE RIVER BRIDGE

NOME

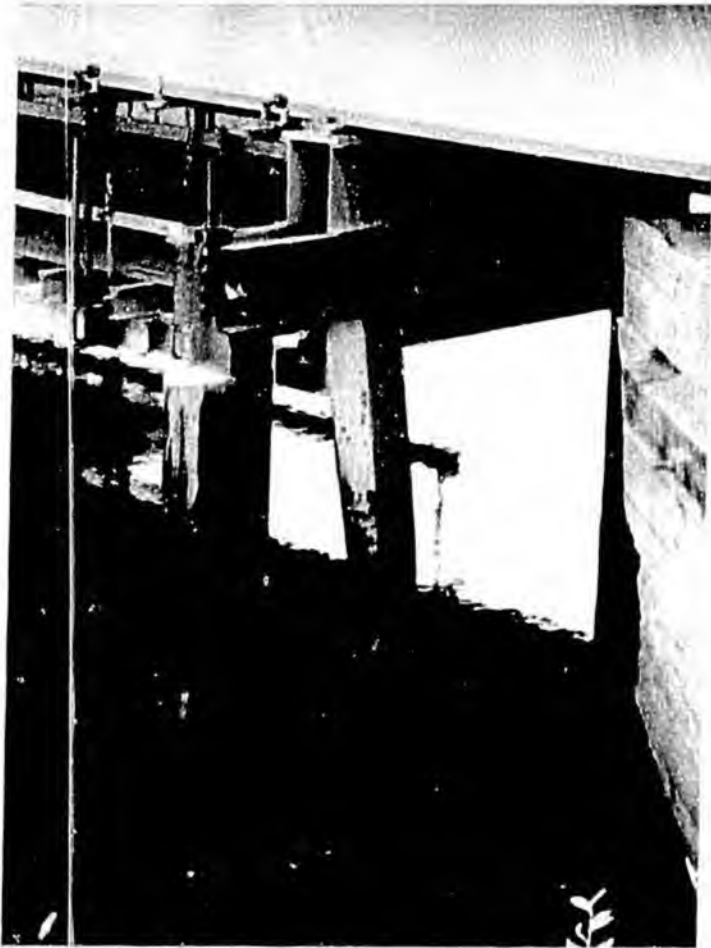
Cost

\$10 million

- Key link to city's port, power plant, industrial area, DOT equipment yard and U.S. Post Office hub
- Bridge is airspace obstruction when vehicles are on bridge



SNAKE RIVER BRIDGE NOME



Damaged
Piles from
Ice Flows

Deteriorating
Wood
Abutments



Parks Highway Weight Restriction Elimination Program

Cost

\$15 million

- Reconstruct embankment, repave MP 72 – MP 90
- Restore full structural capability to highway
- Eliminate need for seasonal weight restrictions every spring, for about 6 wks

Parks Highway



Impacts of Weight Restrictions

- Limited to 85% of legal load
- Loads divided
- Reduces revenues by \$500-\$1,000 per trip
- Additional costs passed on to the consumer

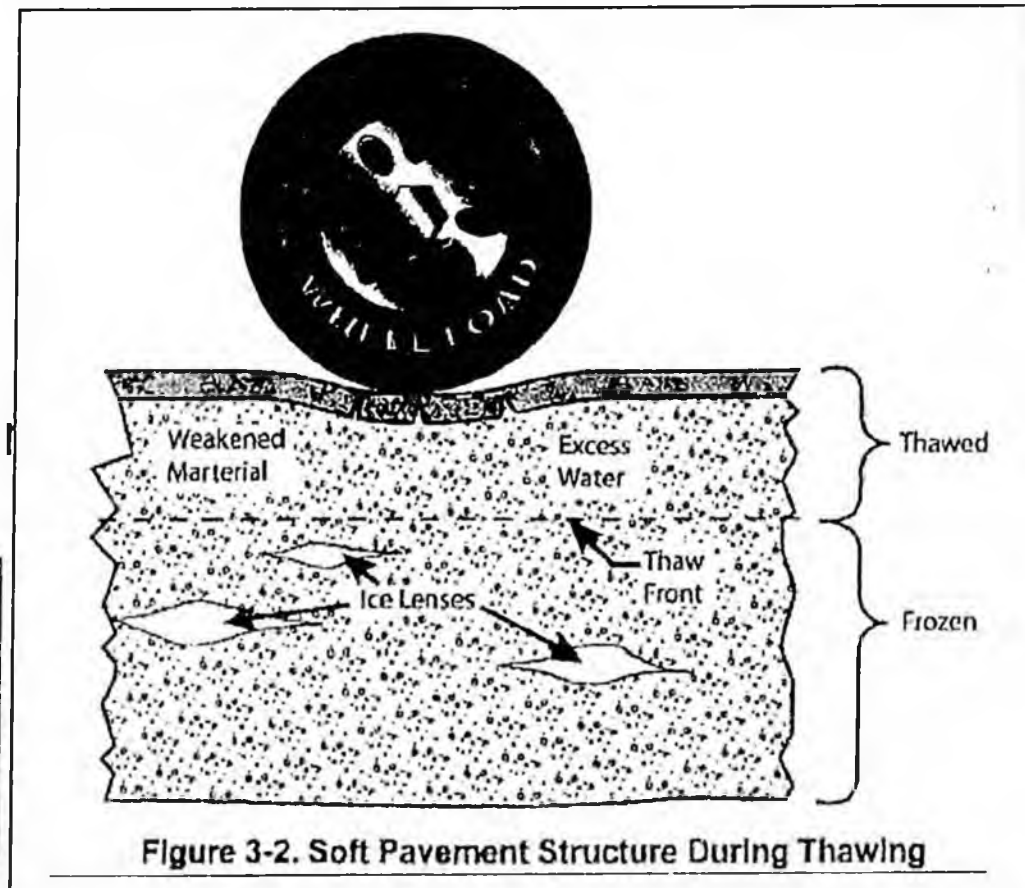


Figure 3-2. Soft Pavement Structure During Thawing

Windy Corner

Seward Highway MP 105-107

Cost

\$20.0 million

Project will

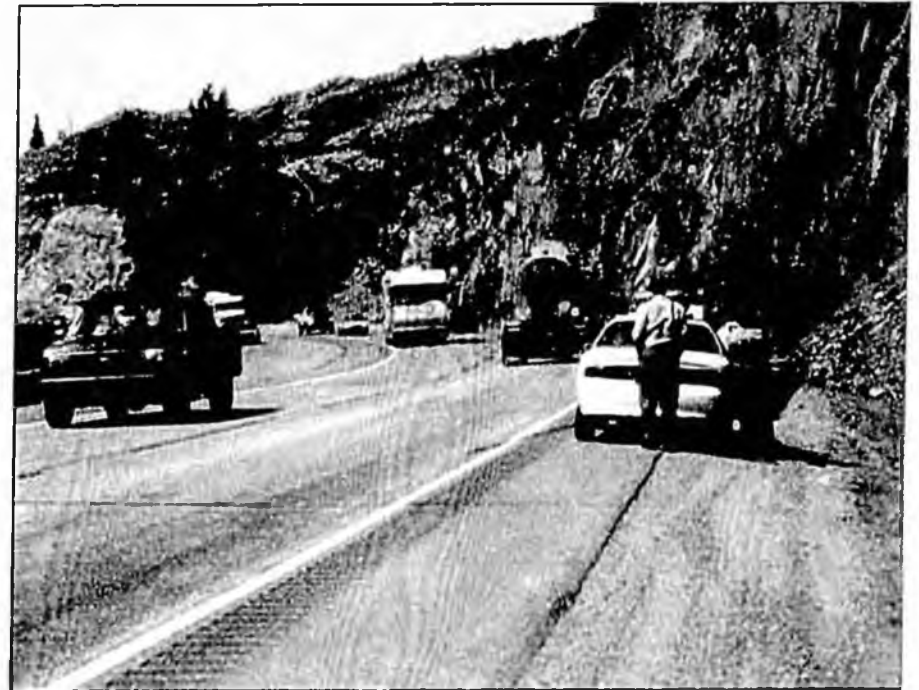
- Relocate the railroad
- Provide three traffic lanes and turn pockets
- Create a parking and viewing area near the sheep



Windy Corner

Seward Highway MP 105-107

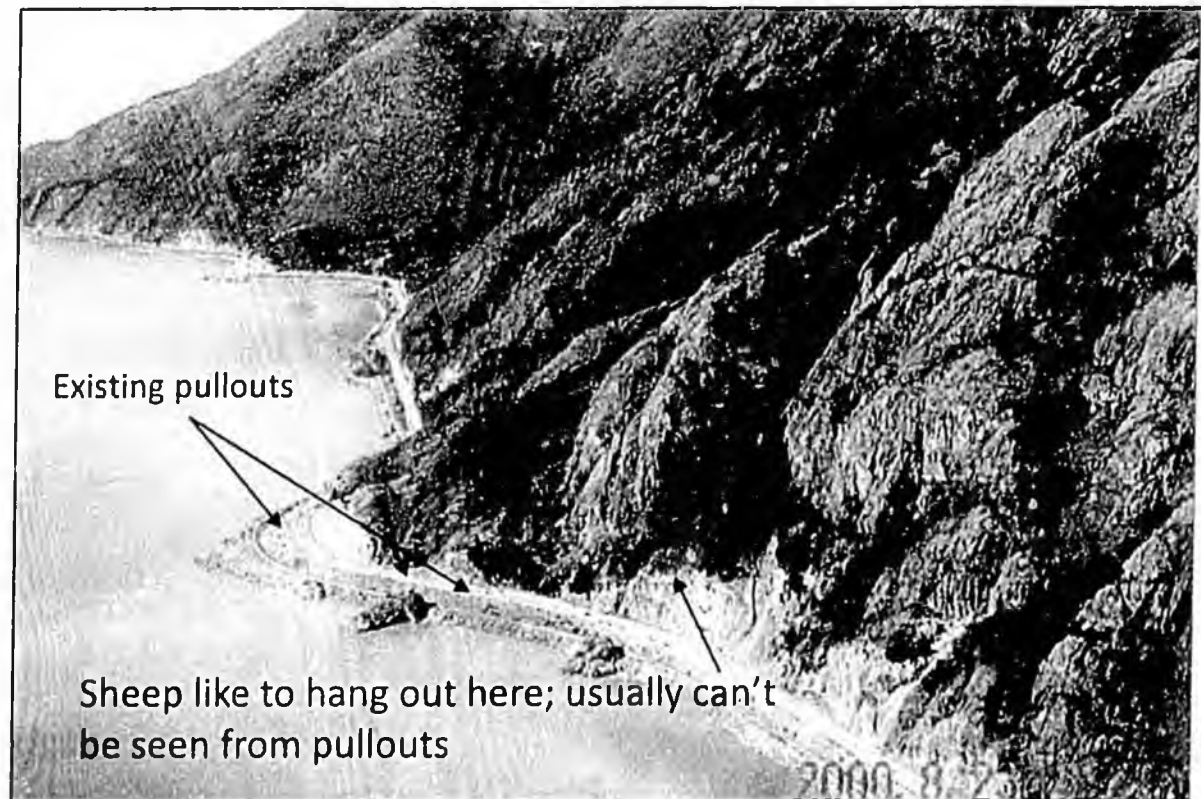
- Needs include:
 - Increase sight distance
 - Separate wildlife viewing from traffic lanes
 - Provide for passing opportunities



Windy Corner

Seward Highway MP 105-107

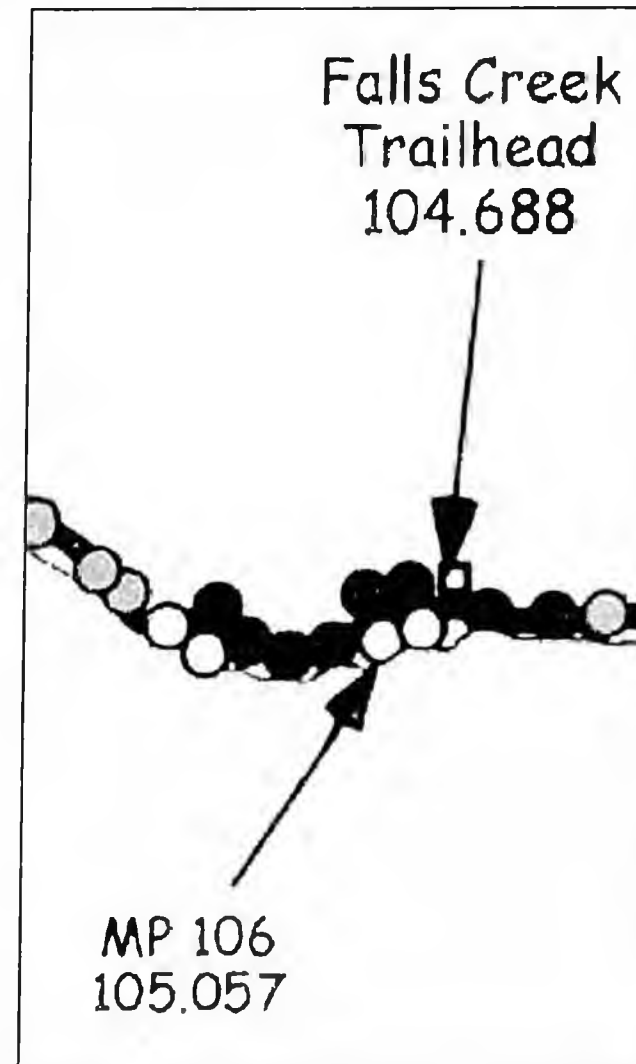
- Existing Road
 - Follows contour of mountain
 - Cannot view sheep from existing pull out; viewers park and walk on road
 - Parking is limited



Windy Corner

Seward Highway MP 105-107

- Seward Highway Safety Corridor
 - 8 deaths (red dots) since last road improvements completed in 1983
 - White dots are recorded deaths prior to 1983
 - Green dots are major accidents



Southeast Region

Cost Pavement Rehabilitation: **\$15 million**

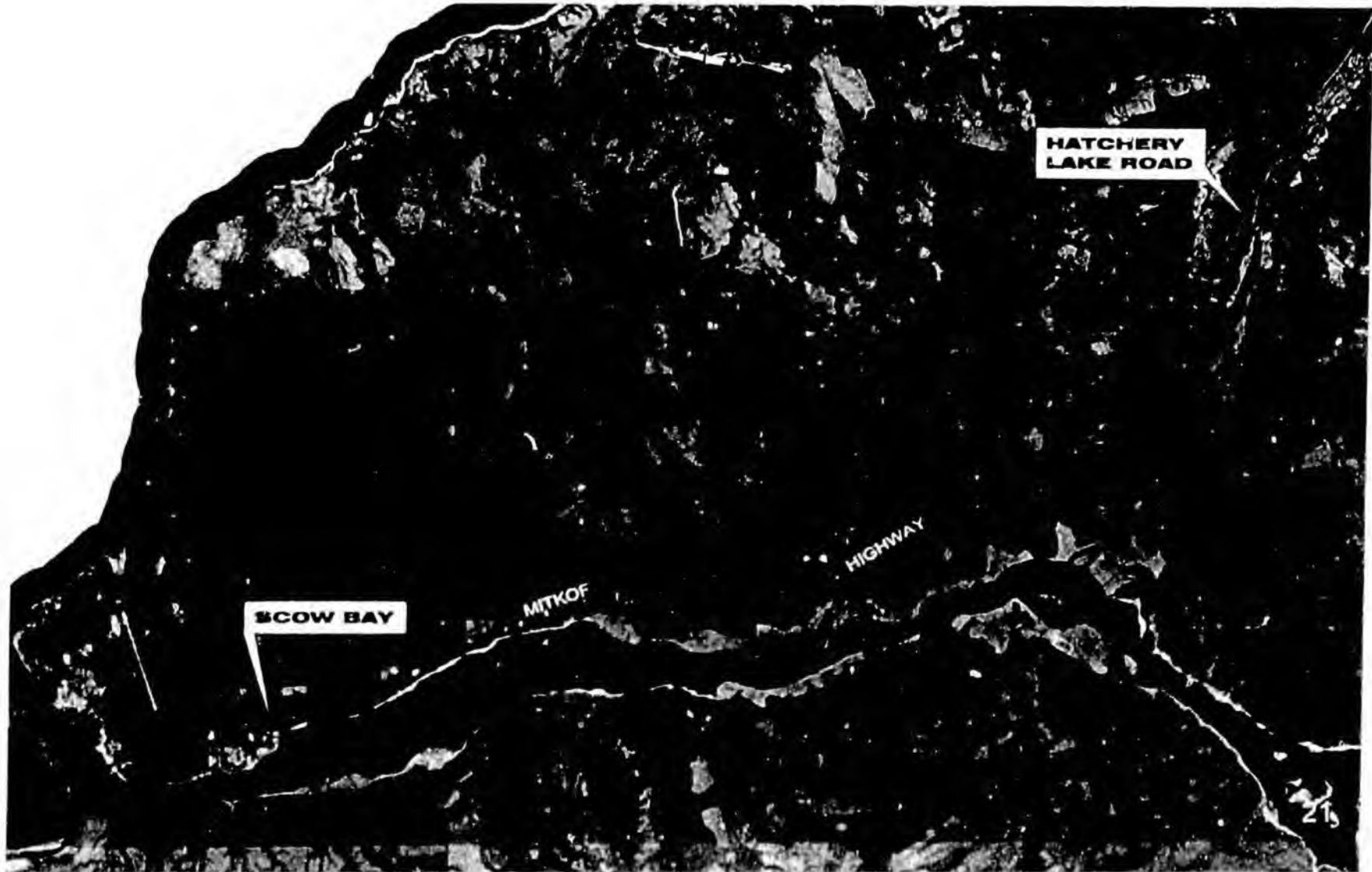
Resurfaces failing sections of pavement, including associated shoulder and drainage improvements:

- Petersburg, Mitkof Highway – Scow Bay to Hatchery Lake Rd. \$7 million
- Craig to Klawock Highway, \$4.8 million
- Juneau, Glacier Hwy – worst sections between Brotherhood Bridge and Auke Bay Ferry Terminal, \$3.2 million

➤ Representative photos of Mitkof and Glacier Highways pavement conditions.



Mitkof Highway Section: Estimated cost \$7 million

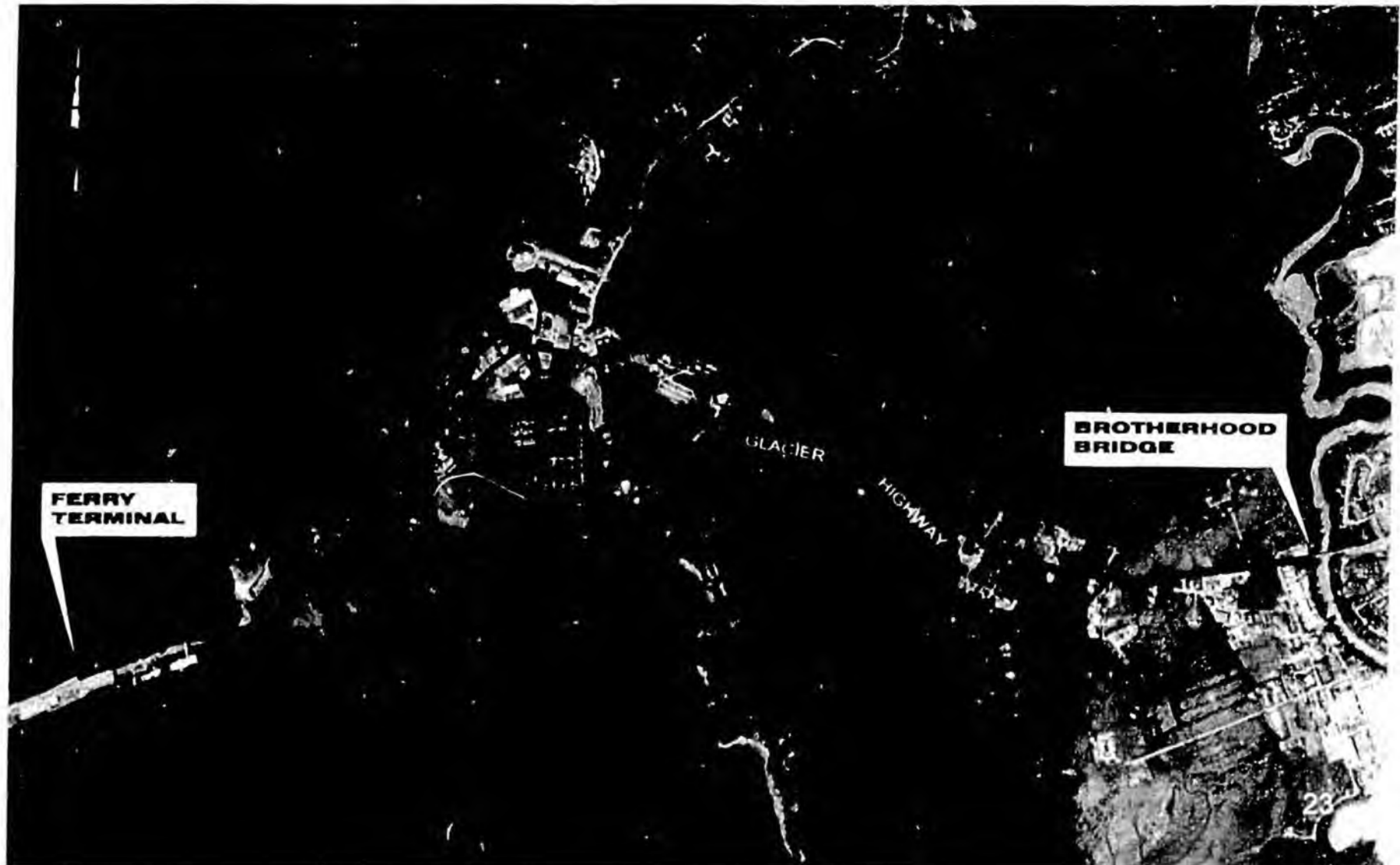


Craig to Klawock Hwy Section: Estimated cost \$4.8 million



Glacier Highway Section

Estimated cost \$3.2 million



Steese Highway/Johansen Expressway Area Traffic Improvements

Cost

\$15 million

- Reduce injuries, fatalities and property damage!
- Improve economic development and access to goods and services!
- Improve traffic flow and pedestrian access!

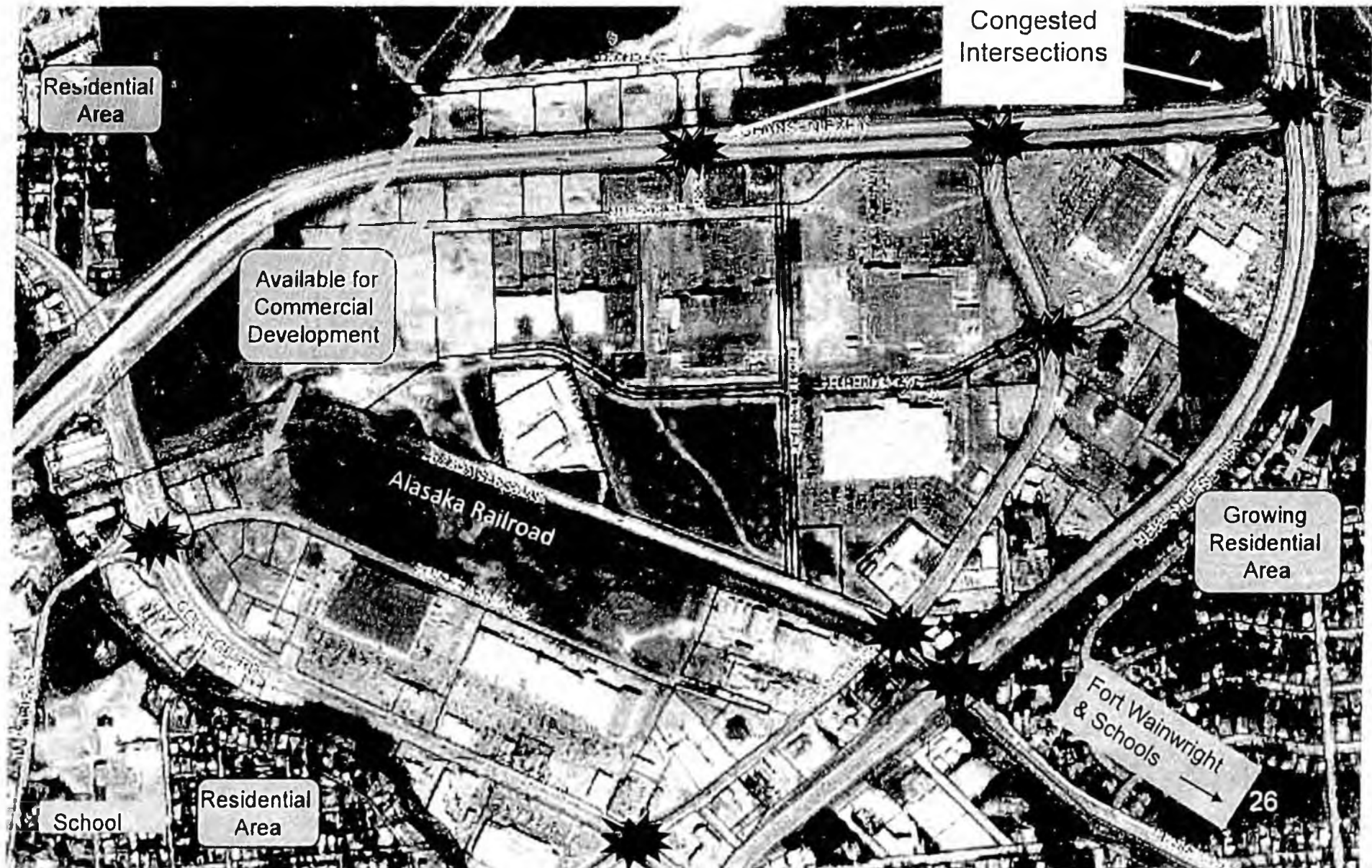


Steese Highway/Johansen Expressway Area Traffic Improvements

- **Project includes:**
 - Intersection improvements
 - Turn lanes
 - Signing and signal improvements
 - Pedestrian facilities
 - Drainage improvements
 - Traffic circulation/flow improvements



Steese Highway/Johansen Expressway Area Traffic Improvements



South Denali Visitor Center Access Road



Proposed Visitor Center
Location

Parks Highway

Mt. McKinley



- **Purpose**

- Meet Alaskans and visitors demand for additional interpretation and outdoor recreation opportunities
- Improve access to park lands
- Provide year-round interpretive and recreational opportunities

- **Benefits**

- Economic opportunities for entrepreneurs in providing services
- New jobs and boost to the economy

- **Timeline**

- Year 1,2 & 3 Design and construct access road
- Year 2, 3, 4, 5 & 6, Design and construct visitor complex, transportation hub, campground, trails and other facilities

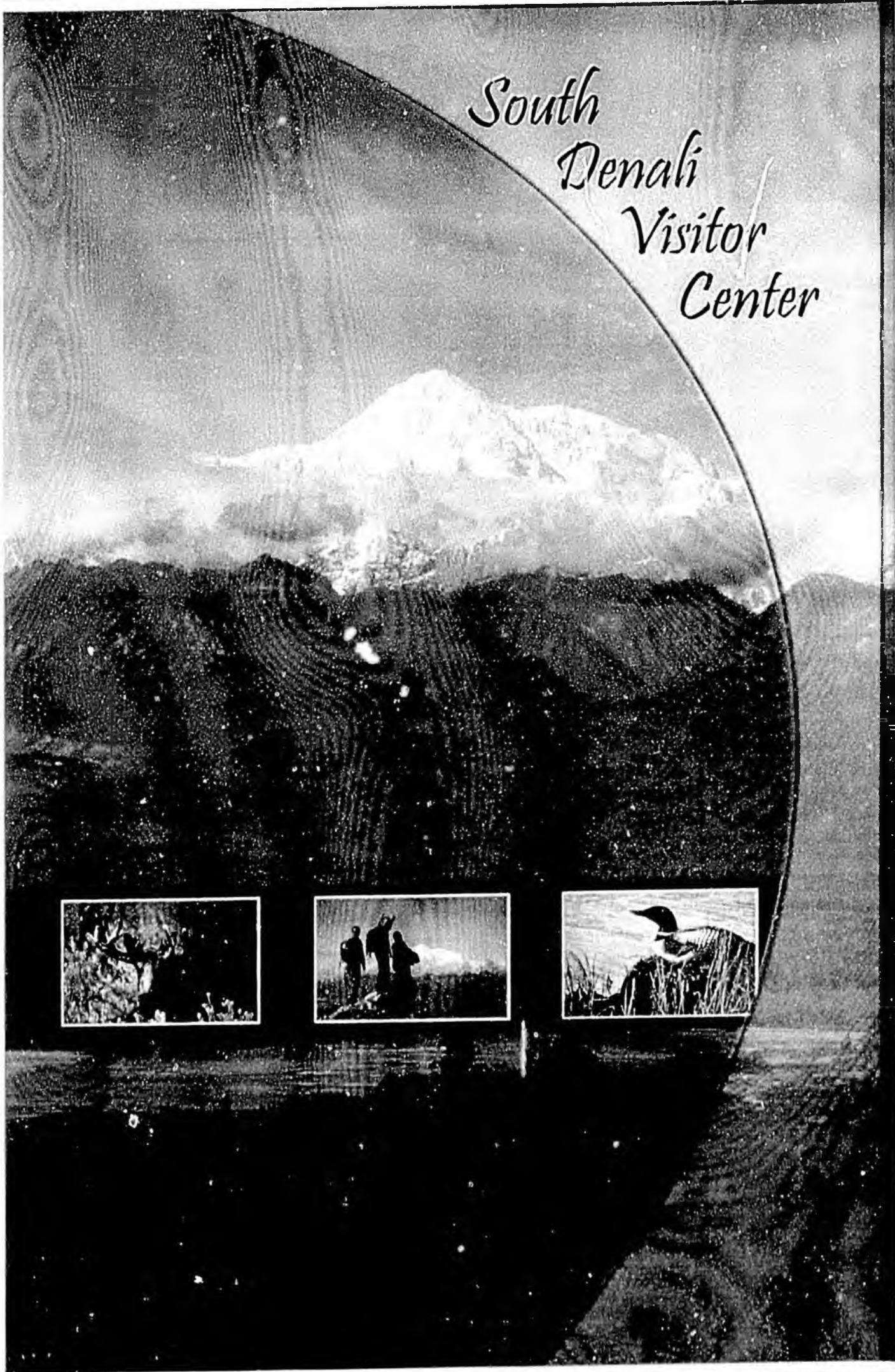
- **Funding**

- State - \$8.9 Million
- Federal Government and private sources - \$20 million

- **Partnership**

- State of Alaska, Matanuska-Susitna Borough, National Park Service, Businesses, Public

*South
Denali
Visitor
Center*



**THE
PARTNER-
SHIP**

STATE OF ALASKA

DEPARTMENT OF NATURAL RESOURCES
OFFICE OF THE COMMISSIONER

SARAH PALIN, GOVERNOR

- P.O. BOX 111000
JUNEAU, ALASKA 99811-1000
PHONE: (907) 485-2400
FAX: (907) 465-3886
- 550 WEST 7TH AVENUE, SUITE 1400
ANCHORAGE, ALASKA 99501-3650
PHONE: (907) 269-8431
FAX: (907) 269-8918

January 25, 2008

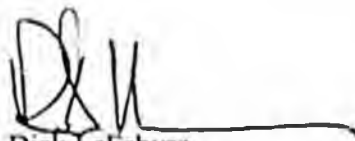
Dear Alaskan:

Development of more visitor facilities in Denali State Park and the surrounding region has been a vision that has been talked about for more than 30 years. With the completion of the South Denali Implementation Plan and Environmental Impact Statement in April of 2006, specifics for this vision were agreed upon. The plan was a great collaborative effort between the National Park Service, the State of Alaska, the Matanuska-Susitna Borough, the public, private businesses and other interested organizations. With support from the overwhelming majority of those that participated in the long process, the plan recommends new trails, parking facilities, campgrounds and a new visitor center on Curry Ridge.

The development of new facilities in the South Denali area will help support the growing demand for additional recreational and interpretive opportunities for both Alaskans and visitors. Implementation of the plan opens up more opportunities for the public to experience the spectacular views of Mt. McKinley, the Alaska Range, alpine ridges, lakes, Birch filled river valleys and the wildlife that lives there. This project will increase access to public land for a diverse range of activities including hiking, skiing, snow machining, snowshoeing, dog sledding, and camping.

Overall, this project is a shining example of collaboration in an effort to meet the needs and demands of the public. Not only will it create year round opportunities for the public to visit the area but it encourages responsible economic development around the area. The State of Alaska, Department of Natural Resources is in full support of this project.

Sincerely,



Dick LeFebvre
Deputy Commissioner

"Develop, Conserve, and Enhance Natural Resources for Present and Future Alaskan"

Dynamic Partnership

A new visitor destination on the south side of the Alaska Range has been discussed since the late 1960s. For the last decade, the State of Alaska, National Park Service and Matanuska-Susitna Borough have worked cooperatively to move these discussions to a tangible reality.

In June 2006, the Record of Decision for the South Denali Implementation Plan and EIS was signed by the agencies. This document gives specific direction for developing new facilities and recreational opportunities in the South Denali region, while protecting the resource values of the area and preserving the quality of life for residents in nearby communities.

Stakeholder Support

Strong collaboration with local communities, the regional Native corporation, non-profits, businesses, and user groups during the planning phase has led to formal support of the project by a wide variety of stakeholders.

Denali in a Day

Located within easy reach of Anchorage, South Denali will draw an estimated 250,000 - 350,000 annual visitors. The flexibility and convenience of experiencing one of the state's most popular attractions in a day will spur economic opportunities at the local, regional and statewide level.

Four-Season Opportunities

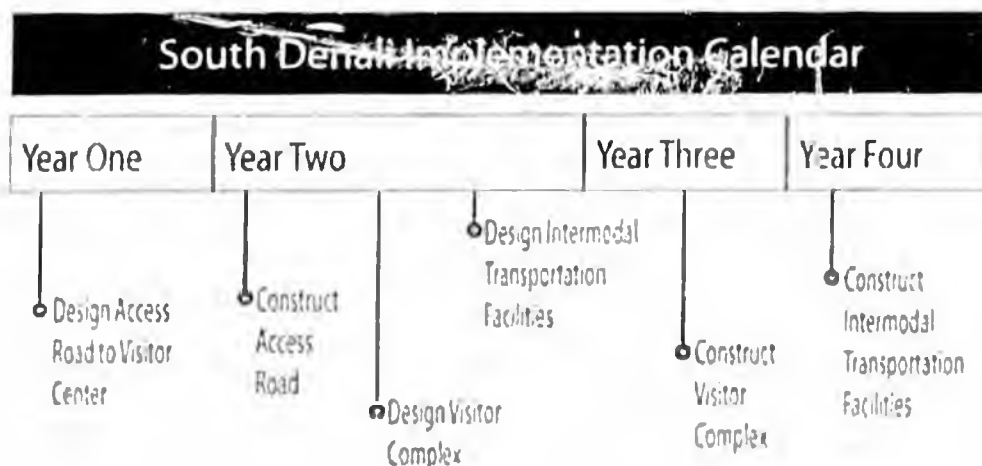
South Denali will create a new year-round recreation destination. Development will provide the area with the needed infrastructure to support and encourage private sector development.

Sustainability

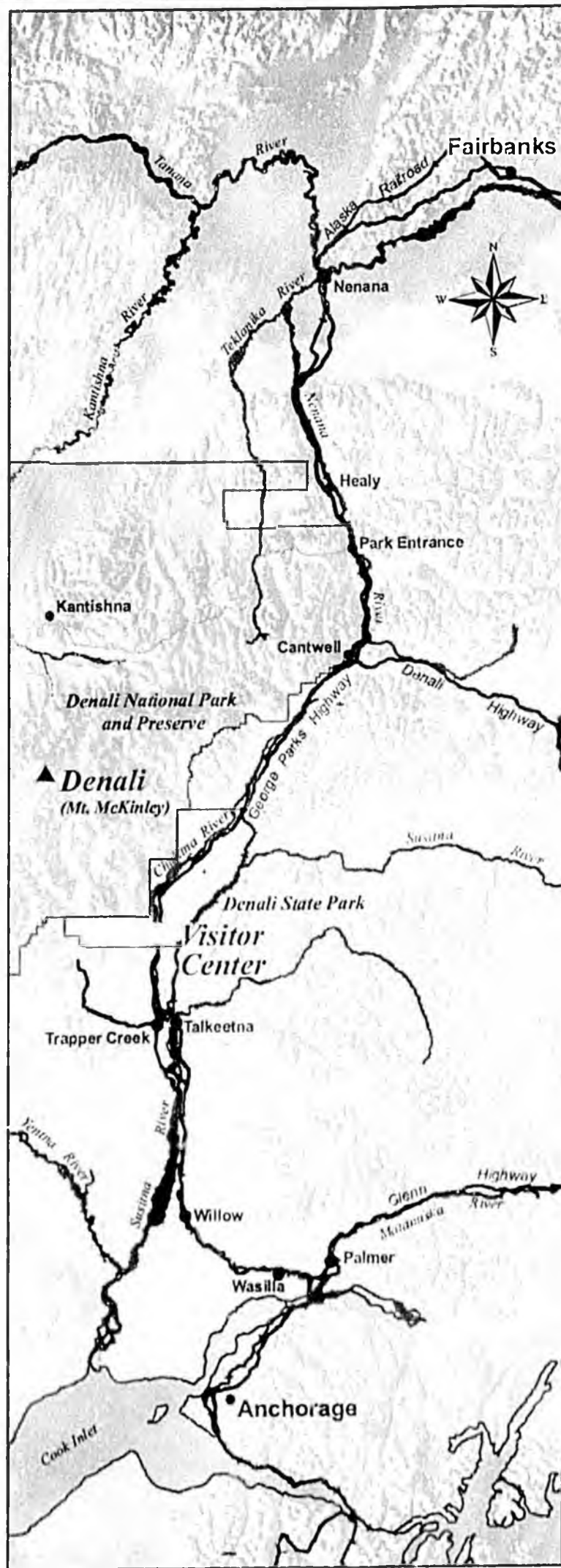
The agency partners are developing a co-management agreement based on successful models from the Lower 48 in which state, local, and federal agencies jointly fund construction and operations with the support of the private sector.

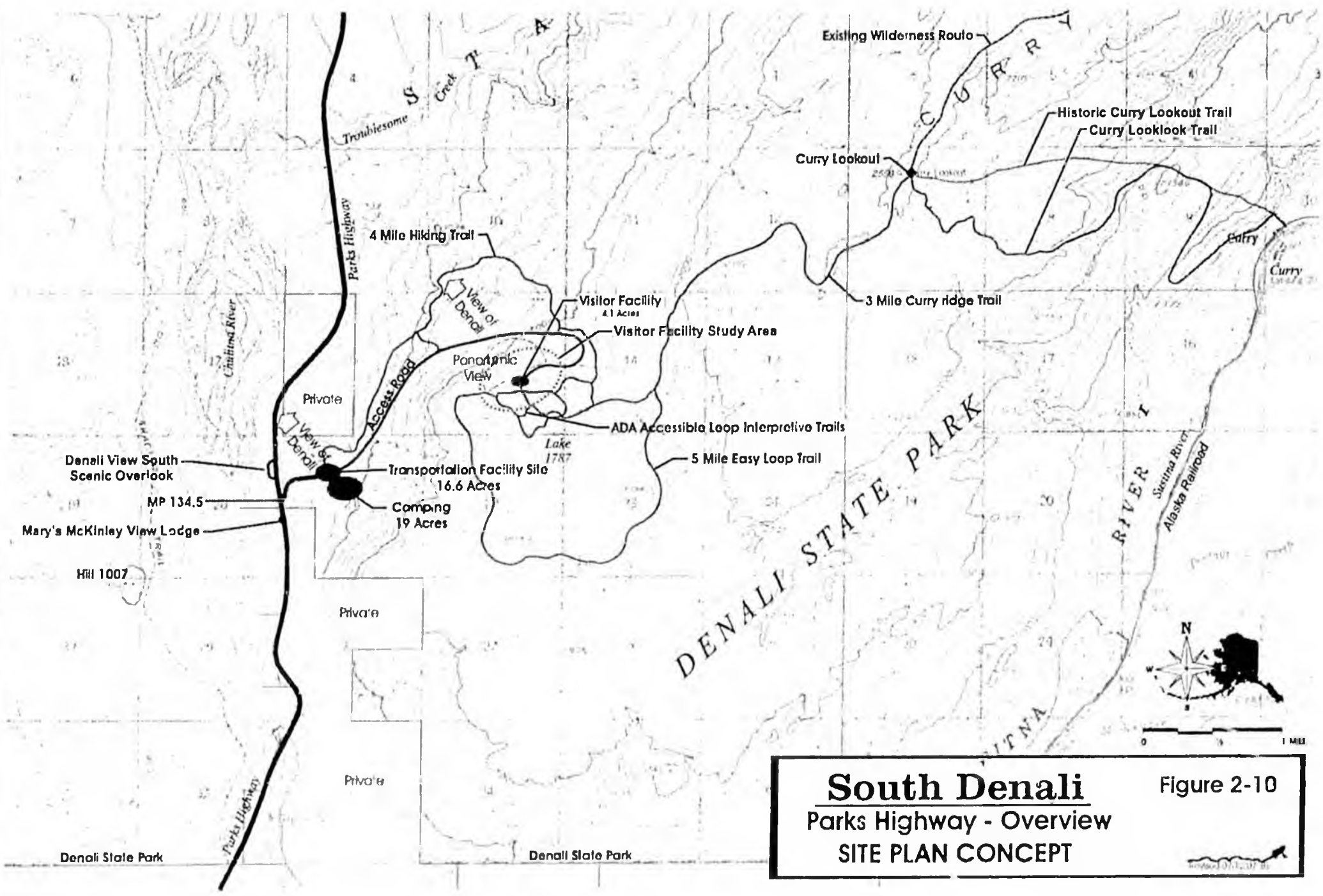
The visitor center will be designed to reduce annual operating and maintenance costs by using LEED* sustainable design standards.

*Leadership in Energy and Environmental Design



**MAP
&
PHOTOS**



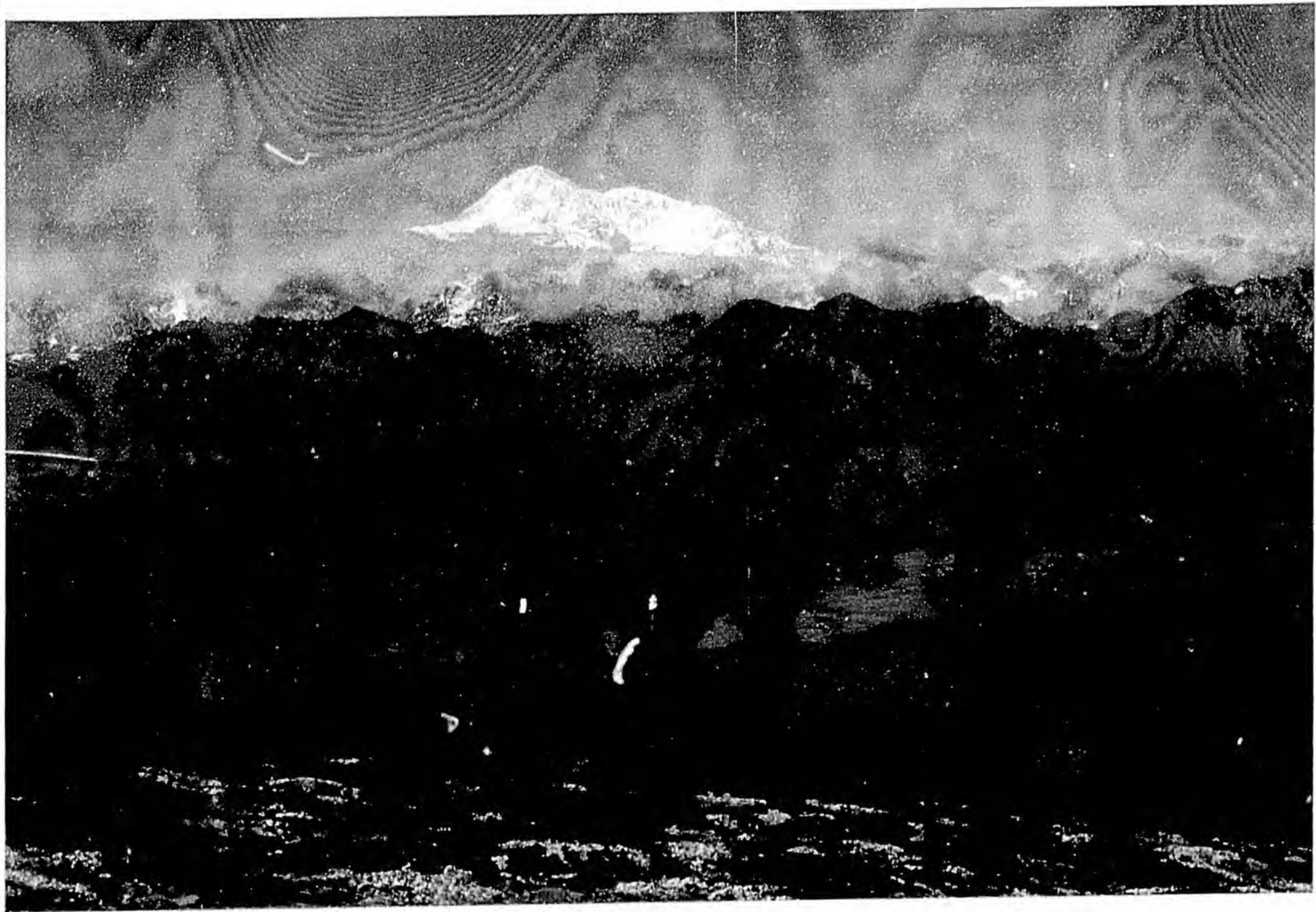


South Denali
Parks Highway - Overview
SITE PLAN CONCEPT

Figure 2-10









ECONOMIC BENEFITS

South Denali Economic Impacts

Assessment

Key Findings

Employment Increases

- Visitor Center construction and related construction activities will provide employment for 116 -213 people, over a period of 2-3 years.
- Ongoing employment created by the Visitor Center and related activities, including additional hotel rooms, would be 221-549 jobs.

Increase in Employment and Business Owner Income

- Over a 2-3 year period, Visitor Center construction related income will range from \$6.8 million to \$12.4 million.
- Ongoing Visitor Center related employment income, including additional hotel facilities, etc., will range from \$7.6 million to \$18.6 million per year.

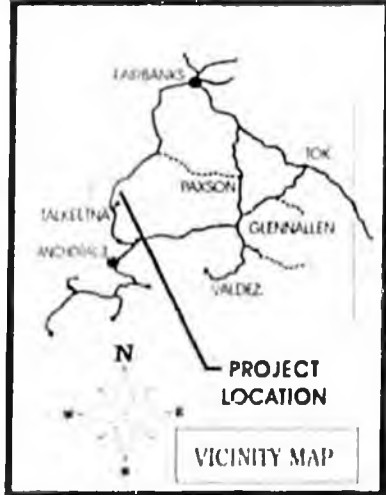
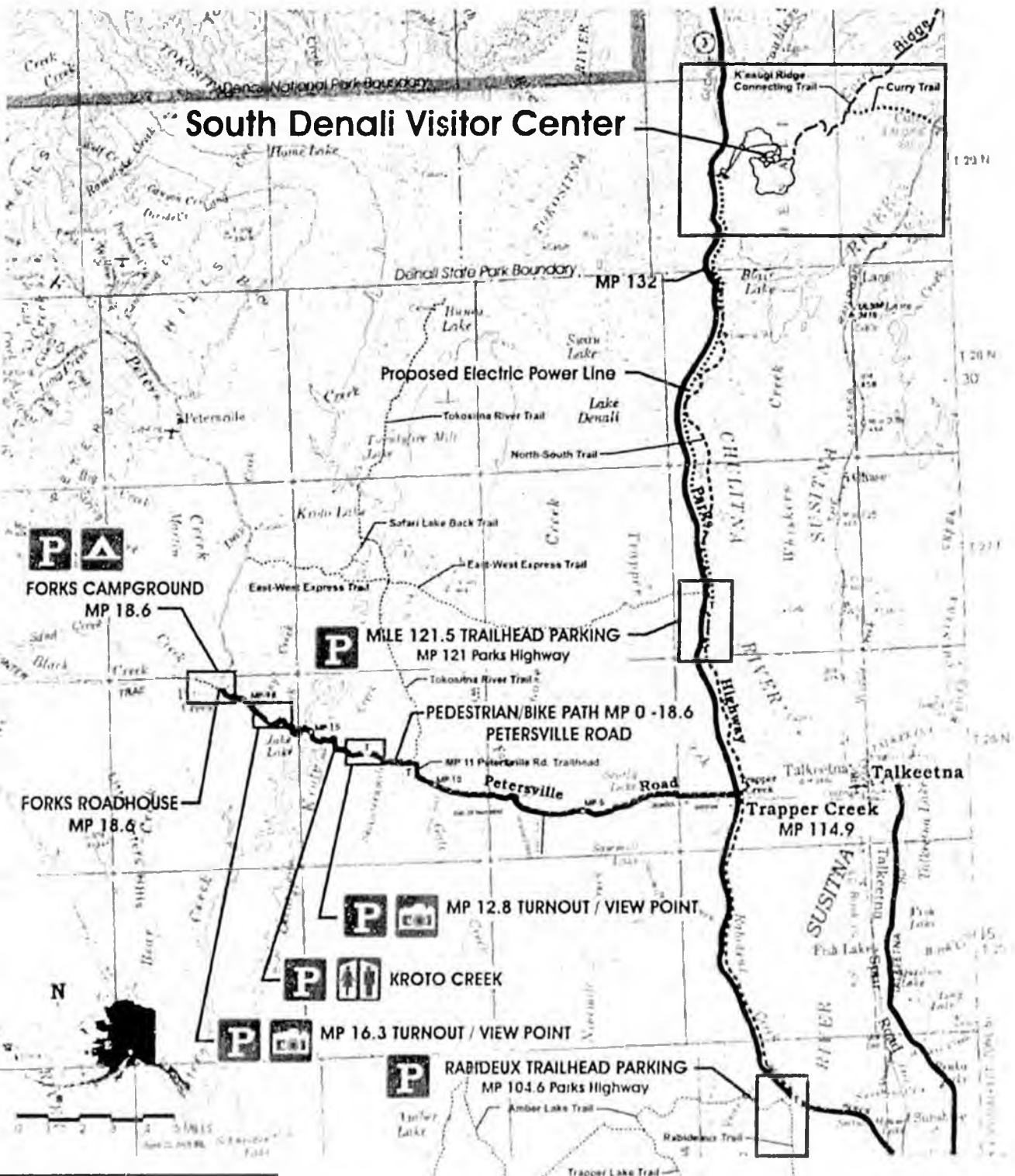
Additional Tourism Expenditures

- Tourism expenditures stimulated by the existence of the Visitor Center will range from \$17.8 million to \$44.8 million per year.

Non-Resident Visitor Increase

- The increase in non-resident visitors stimulated by the new Visitor Center will range from a 10% increase in visitors staying an additional half day, to a 20% increase of visitors staying an additional day.
- It will also result in a likely 10%-20% increase in 3-day, 2-night land tours provided by the major tour companies.

RECREATION BENEFITS



South Denali

Trails & Recreation Facilities

**LETTERS
OF
SUPPORT**



DEPARTMENT OF
NATURAL RESOURCES

DEC 26 2007

COMMISSIONER'S OFFICE
ANCHORAGE

December 20, 2007

Tom Irwin
Commissioner
Department of Natural Resources
550 West 7th Avenue, Ste 1400
Anchorage, AK 99501

Dear Commissioner Irwin,

The Anchorage Convention & Visitors Bureau (ACVB) Board of Directors unanimously passed the enclosed resolution in support of the Curry Ridge Development in Denali State Park.

Key benefits that resulted in our support of this much needed development included:

- As an alternative destination to Denali National Park it will relieve congestion to a part of our state that is already experiencing overcrowding.
- It will provide a winter Denali experience offering recreational opportunities for visitors and our residents.
- The development seemingly has the support of local communities and residents and, of many options considered, opposition to this site to date has been minimal.

The ACVB is the destination management organization for the Municipality of Anchorage and represents more than 1,250 business members throughout Southcentral Alaska. The ACVB Board of Directors believes the Curry Ridge Development would enhance the visitor experience in Southcentral Alaska, keeping visitors in our State longer, resulting in a positive impact on our economy.

Sincerely,

Julie Saupe
President & CEO

ANCHORAGE CONVENTION & VISITORS BUREAU
BOARD OF DIRECTORS

RESOLUTION 2007-03

A Resolution in Support of the Curry Ridge Development in Denali State Park

WHEREAS, the mission of the Anchorage Convention & Visitors Bureau (ACVB) is to serve as "our community's way of attracting and serving visitors," by operating as the destination marketing organization for Anchorage year-round; and

WHEREAS, the health of Anchorage's economy is significantly tied to the visitor industry and its continued growth; and

WHEREAS, ACVB recognizes that the South Denali region is uniquely positioned to enhance the visitor experience in Southcentral Alaska tourism as a four-season visitor destination; and

WHEREAS, expanding Anchorage and Alaska tourism depends upon the development of necessary products and infrastructure; and

WHEREAS, Alaska visitors are interested in viewing Mount McKinley and the Curry Ridge location provides a stunning view of Mount McKinley in an alpine tundra setting; and

WHEREAS, Curry Ridge is the preferred site based on a lengthy review process, which included input from residents and park user groups; and

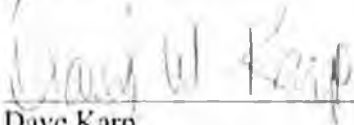
WHEREAS, this development would provide a unique day-trip Denali experience for Anchorage visitors and this proposal also would provide a fall/winter/spring Denali experience for visitors and convention delegates; and

WHEREAS, we understand the Governor supports this project and has requested the Department of Natural Resources to include an initial \$8.9 million in their 2008 budget.


NOW THEREFORE be it resolved that the Board of Directors of the Anchorage Convention & Visitors Bureau strongly supports the development of a year-round visitor center at Curry Ridge.

Approved on this, the 30th day of November, 2007.

ATTESTED BY:



Dave Karp
Chair



Randy Becker
Secretary



September 20, 2006

DEPARTMENT OF
NATURAL RESOURCES

Matanuska-Susitna Borough

OCT 04 2006

SEP 20 2006

COMMISSIONER'S OFFICE
ANCHORAGE

Administration/
Human Resources

John Duffy
Borough Manager
Matanuska - Susitna Borough
350 E Dahlia Avenue
Palmer AK 99645

Dear Mr. Duffy:

The Anchorage Convention & Visitors Bureau (ACVB) is the official destination marketing organization for the Municipality of Anchorage. While its base of 1,260 member businesses is in Anchorage, many businesses from around the state of Alaska are also members. Our mission is to stimulate tourism growth and to diversify the economy. To that end, we wholeheartedly endorse the Curry Ridge South Denali project.

The addition or improvement of visitor infrastructure in the state of Alaska would enhance ACVB's ability to attract travel to Anchorage and the rest of the state. The National Park Service, after many years of planning, signed a Record of Decision in June, 2006, to adopt the South Denali Implementation Plan to provide specific direction for expanded visitor facilities and recreational opportunities in the South Denali region.

ACVB applauds the NPS vision to provide a quality visitor experience and enhance recreational and access opportunities in the South Denali region for visitors and residents. We fully support the plan to request 2007 funding for the road needed off the Parks Highway as a step in the right direction in making the south side visitor center a reality.

The Curry Ridge South Denali project is tremendously important and deserves priority attention.

Sincerely,

Bruce Bustamante
President & CEO

cc: Ron Peck, ATIA

cc: Terry Leininger

March 23, 2007

Chris Degernes
Acting State Parks Director
550 West 7th Avenue, Suite 1380
Anchorage, AK 99501

Dear Ms. Degernes,


Princess Tours fully supports the legislative funding request presently before the Alaska State Legislature. As you know, we are presently reaching the limit on how many visitors may be accommodated at the existing facilities at the park entrance. Without timely development of new high quality facilities, the future health of tourism in south-central and interior will be put at risk. Implementation of the recommended plan offers businesses, large and small, confidence that they may continue to promote the Alaska visitors desire even as we reach capacity elsewhere.

The planning process reviewed several potential locations for new visitor facilities in the South Denali region. The Curry Ridge site which was ultimately chosen, offers spectacular Denali vistas, good access for broad range of users and offers positive economic benefit for the Upper Susitna Valley. No single resource is more important to a healthy tourism industry in the state than quality Denali experience and the recommended option absolutely delivers on this need.

We hope you will agree with us, that the South Denali Implementation Plan, after many years of preparation, is now ready to become a reality for Mat-Su and Alaska.

Thank you again for the opportunity to express our comments.

Sincerely,



Charlie Ball
President, Princess Tours

Introduced: 02/21/06
Public Hearing: 03/07/06
Adopted: 03/07/06

MATANUSKA-SUSITNA BOROUGH
RESOLUTION SERIAL NO. 06-032

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY SUPPORTING THE RECOMMENDATIONS IN THE DRAFT SOUTH DENALI IMPLEMENTATION PLAN AND ENVIRONMENTAL IMPACT STATEMENT.

WHEREAS, the Matanuska-Susitna Borough Assembly adopted Resolution Serial No. 03-016(AM) supporting cooperative efforts between agencies to address the need to develop visitor and recreational facilities and services on the south side of Denali National Park which will address the steady increase in visitation to the Denali region; and

WHEREAS, the goals for the project are to provide a quality visitor experience while protecting resource values in the south Denali region, enhance recreational and access opportunities throughout the South Denali Region for the benefit of a wide variety of users, and preserve the quality of life for residents in nearby communities; and

WHEREAS, the Matanuska-Susitna Borough, the National Park Service, and the state of Alaska have worked cooperatively to develop a plan that meets the project goals; and

WHEREAS, extensive outreach has occurred to solicit input from local communities, agencies, and industries to develop a plan that reaches a balance between the diverse needs and desires of the public; and

WHEREAS, extensive research and evaluation has taken place to review the range of alternatives identified during the process and to address the unique aspects of each alternative; and

WHEREAS, the Draft South Denali Implementation Plan and environmental impact statement (EIS) is the result of a thorough and inclusive process, and makes a recommendation that reaches a balance and meets the goals of the project, the public and the south Denali region; and


WHEREAS, the Draft South Denali Implementation Plan and EIS identifies alternative C, the Parks Highway site, as the preferred alternative for a south Denali visitor facility; and

WHEREAS, the Matanuska-Susitna Borough Planning Commission adopted Resolution 06-17 recommending that the Assembly support the recommendations and conclusions in the plan.

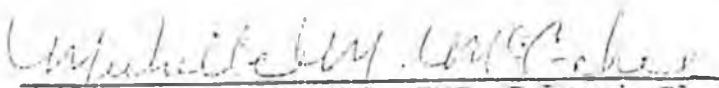
NOW, THEREFORE, BE IT RESOLVED, that the Matanuska-Susitna Borough Assembly does hereby support the conclusions contained in the Draft South Denali Implementation Plan and EIS.

BE IT FURTHER RESOLVED, that the Assembly does hereby support alternative C, the Parks Highway site, in the Draft South Denali Implementation Plan and EIS as the preferred alternative for a south Denali visitor facility.

ADOPTED by the Matanuska-Susitna Borough Assembly this 7 day
of March, 2006.


TIMOTHY L. ANDERSON, Borough Mayor

ATTEST:


MICHELLE M. MCGEHEE, CMC, Borough Clerk

(SEAL)

YES: Woods, Betting, Colver, and Vehrs

NO: Allen and Colberg



DEPARTMENT OF
NATURAL RESOURCES

OCT 04 2006

COMMISSIONER'S OFFICE
ANCHORAGE

October 14, 2005

Ms Miriam Valentine
South Denali Planning
P.O. Box 588
Talkeetna, Alaska 99676

Dear Ms. Valentine:

The Alaska Travel Industry Association (ATIA) Board of Directors endorse moving forward with Alternative C as your office finalizes the Denali National Park and Preserve Draft South Denali Implementation Plan and Environmental Impact Statement.

From a travel and tourism perspective, ATIA supports the Parks Highway Alternative C (Curry Ridge area) alternative as the best plan to enhance and improve the Denali National Park area experience for visitors. The Curry Ridge location will provide a complete wilderness experience and views of the mountain, provide for multimodal access set in a wilderness setting (you cannot see the Parks Highway just 4 miles distant) and opportunities to connect with the Susitna River and the old train stop location of Curry. The Curry Ridge area includes forested and high alpine landscape, opportunity for numerous hiking trails and development of a visitor information center rivaling those at the entrance to Denali National Park

Congratulations on bringing this huge undertaking to a successful close that should benefit Alaskan tourism for many years to come.

ATIA looks forward to continuing cooperation with your office on matters related to tourism in Alaska, as we work to mutually grow visitors to Alaska and improve the quality of the visitor experience year round.

Thank you for giving ATIA and it's almost 1,000 tourism and travel members the opportunity to respond. We know that a cooperative National Parks/state joint use facility has worked effectively and efficiently elsewhere and believe it can provide a good venue for the Denali National Park experience.

Sincerely,

Ron Peck
President & COO

1400 Eads Street, Suite 211
Anchorage, AK 99503-2749
Tel: 907-562-1111
Fax: 907-562-5127
ATIA@alaska.com
www.alaska.com

cc: Jerry Lovan

CIRI
A L A S K A
T O U R I S M

DEPARTMENT OF
NATURAL RESOURCES

OCT 04 2006

COMMISSIONER'S OFFICE
ANCHORAGE



September 27, 2006



Commissioner Michael Menge
Alaska Department of Natural Resources
P.O. Box 111000
Juneau, Alaska 99811

Commissioner Menge,

After years of involvement with various committee and task force meetings, it was personally gratifying to see a site selected for a new visitor center in the South Denali region. The site located on Curry Ridge in Denali State Park will provide a location for a variety of activities in both Alaska State Park as well as Denali National Park.



With the adoption of the South Denali Implementation Plan and Environmental Impact Statement, there is now specific direction for expanded visitor facilities and related activities.



The costs of construction including a visitor complex, campsites and other improvements is estimated to be \$28 million. There is a requirement of a 3.5 mile access road to be constructed from the parking area to the visitor center. The agencies have identified the access road as a priority to begin development and requests DNR submit \$7 million in the FY08 budget for road construction.

I encourage DNR to support funding the access road phase to begin construction of this highly sought after visitor destination.



Respectfully,

Dennis Brandon, President
CIRI Alaska Tourism Corp.



10000 Seward, Anchorage, AK
4075 Seward, Anchorage, AK
907-562-1111
10000 Seward, Anchorage, AK

cc: Jerry Kesteven



DEPARTMENT OF
NATURAL RESOURCES
OCT 04 2006
COMMISSIONER'S OFFICE
ANCHORAGE

September 25, 2006

Ron Peck, President and COO
ATIA
2600 Cordova Street #201
Anchorage, AK 99503

Dear Mr. Peck:

I am writing to express the Anchorage Economic Development Corporation's (AEDC) support for Curry Ridge South Denali project. As we understand the project currently, additional visitor facilities as well as the transportation infrastructure to access them would be constructed to support tourists wishing to view Mt. McKinley and the other mountains in the area. This project is especially attractive since it involves developing land within the Denali State Park which provides a real solution to the current congestion at the Denali National Park.

AEDC recognizes the importance of the Alaska tourism industry as a large employer of Alaskans, as a diversifying influence to the Alaska economy, and as a great way to showcase Alaska to potential future investors. Additionally, from an Anchorage perspective, we are very supportive of the development of visitor attractions that further enable tourists to use Anchorage as their base camp for their Alaskan adventure; the Curry Ridge South Denali project fits into this model well.

Thank you for the opportunity to lend our support to the ATIA and Matanuska – Susitna Borough's effort to move this project forward. Please let us know in what other ways AEDC can provide support.

Best wishes

Robert Poe, President & CEO
Anchorage Economic Development Corporation

cc: John Duffy, Matanuska – Susitna Borough Manager



Holland America Line Inc.

John Shively
Vice President
Government and Community Relations

DEPARTMENT OF
NATURAL RESOURCES

OCT 04 2006

COMMISSIONER'S OFFICE
ANCHORAGE

September 27, 2006

Alaska Dept. of Natural Resources
Commissioner Michael Menge
P.O. Box 111000
Juneau, AK 99811

Dear Commissioner Menge,

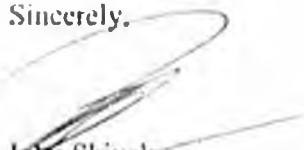
The Record of Decision by the National Park Service, in cooperation with the State of Alaska and the Mat-Su Borough to adopt the South Denali Implementation Plan was approved on June 30, 2006. The document provides specific direction for expanded visitor facilities and recreational opportunities in the South Denali region. Major planning efforts have been ongoing for 20 years and this ground-breaking decision is welcome.

Denali is a very popular visitor destination for our passengers. The site chosen for a new visitor center on Curry Ridge in Denali State Park will provide a focal point for a variety of activities in Denali State Park and Denali National Park, including mountain and wildlife viewing, hiking, boating and camping.

The highway site requires a 3.5 mile access road to be constructed from the parking area to the visitor center. The agencies have identified the access road as a priority to begin development and requests Department of Natural Resources submit \$7 million in the FY08 budget for road construction.

Holland America Line encourages the Department of Natural Resources to support funding the access road phase to begin construction of this world-class visitor destination.

Sincerely,


John Shively
Holland America Line

745 W 4th Avenue #301
Anchorage, Alaska 99501-1950
PHONE (907) 264-2128
FAX (907) 264-2162

CC: [unclear]

Dynamic Partnership

A new visitor destination on the south side of the Alaska Range has been discussed since the late 1960s. For the last decade, the State of Alaska, National Park Service and Matanuska-Susitna Borough have worked cooperatively to move these discussions to a tangible reality.

In June 2006, the Record of Decision for the South Denali Implementation Plan and EIS was signed by the agencies. This document gives specific direction for developing new facilities and recreational opportunities in the South Denali region, while protecting the resource values of the area and preserving the quality of life for residents in nearby communities.

Stakeholder Support

Strong collaboration with local communities, the regional Native corporation, non-profits, businesses, and user groups during the planning phase has led to formal support of the project by a wide variety of stakeholders.

Denali in a Day

Located within easy reach of Anchorage, South Denali will draw an estimated 250,000 - 350,000 annual visitors. The flexibility and convenience of experiencing one of the state's most popular attractions in a day will spur economic opportunities at the local, regional and statewide level.

Four-Season Opportunities

South Denali will create a new year-round recreation destination. Development will provide the area with the needed infrastructure to support and encourage private sector development.

Sustainability

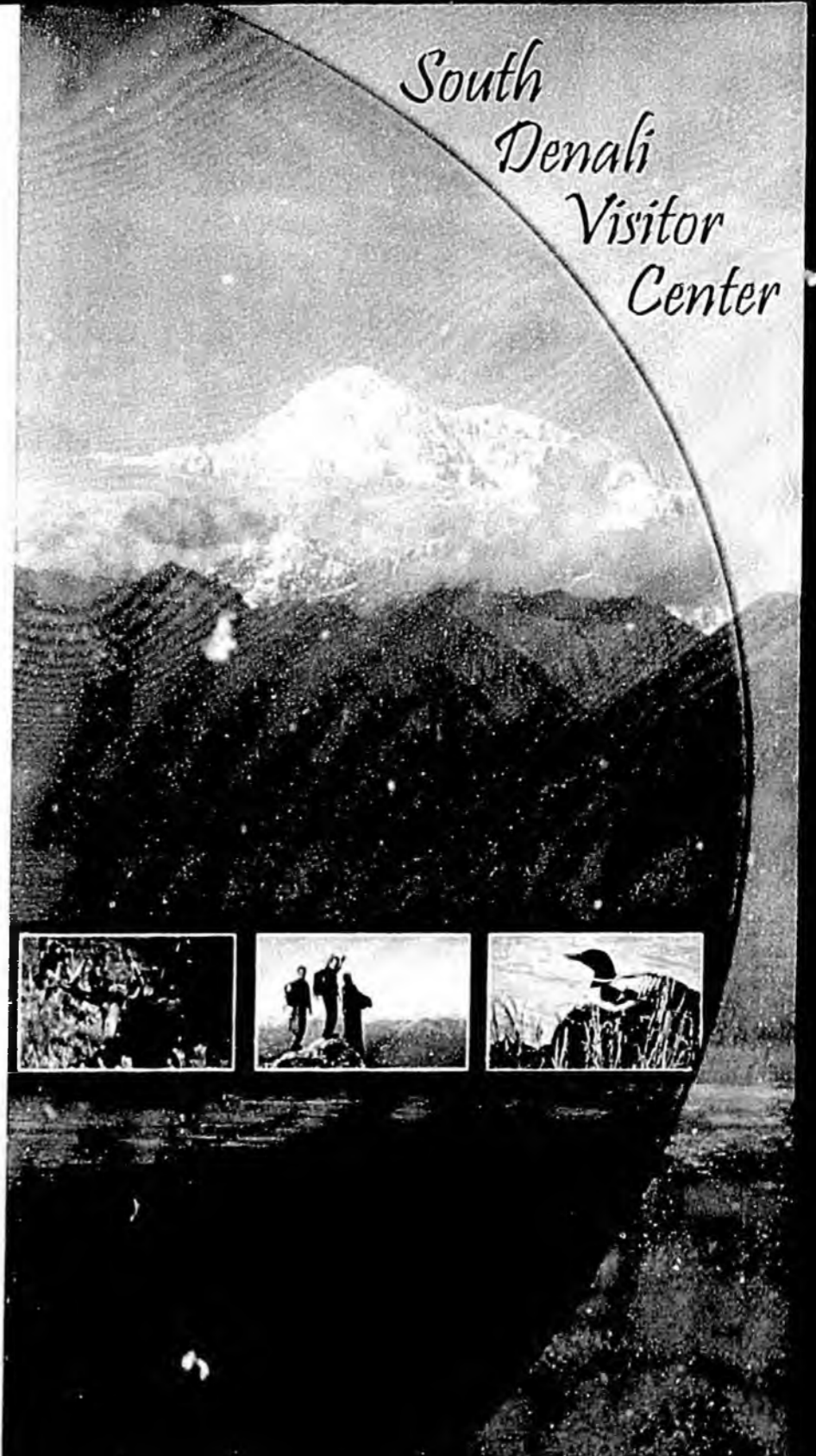
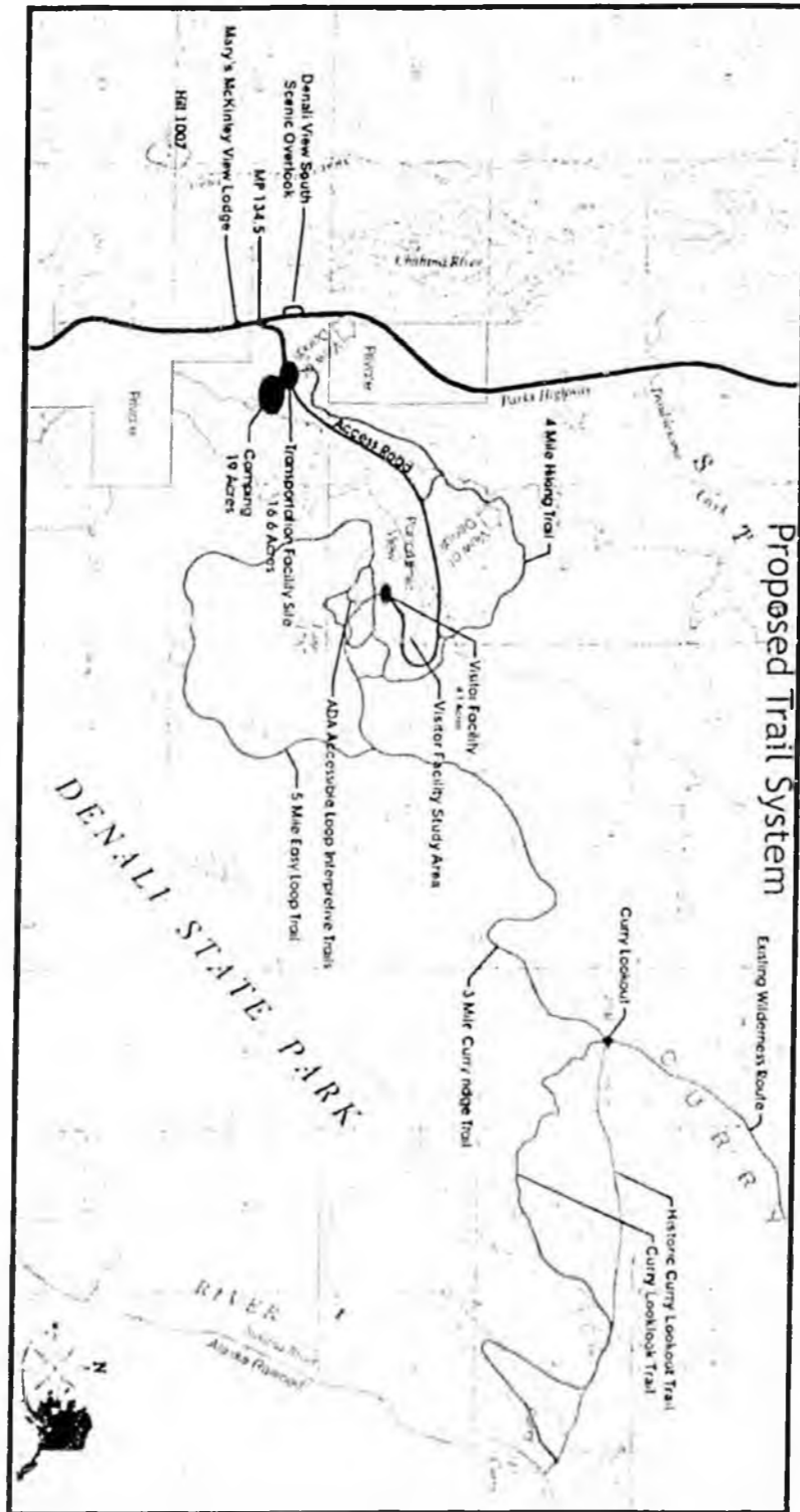
The agency partners are developing a co-management agreement based on successful models from the Lower 48 in which state, local, and federal agencies jointly fund construction and operations with the support of the private sector.


The visitor center will be designed to reduce annual operating and maintenance costs by using LEED* sustainable design standards.

*Leadership in Energy and Environmental Design

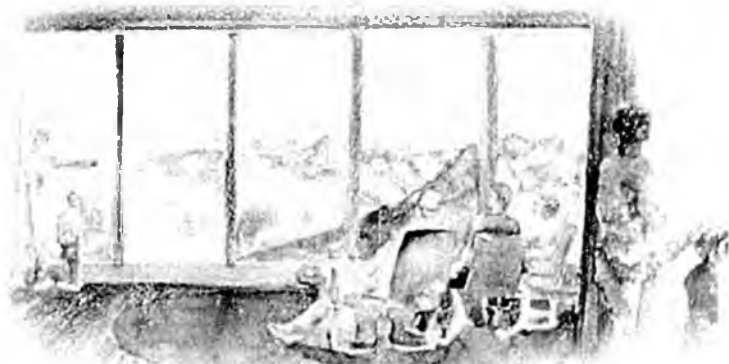
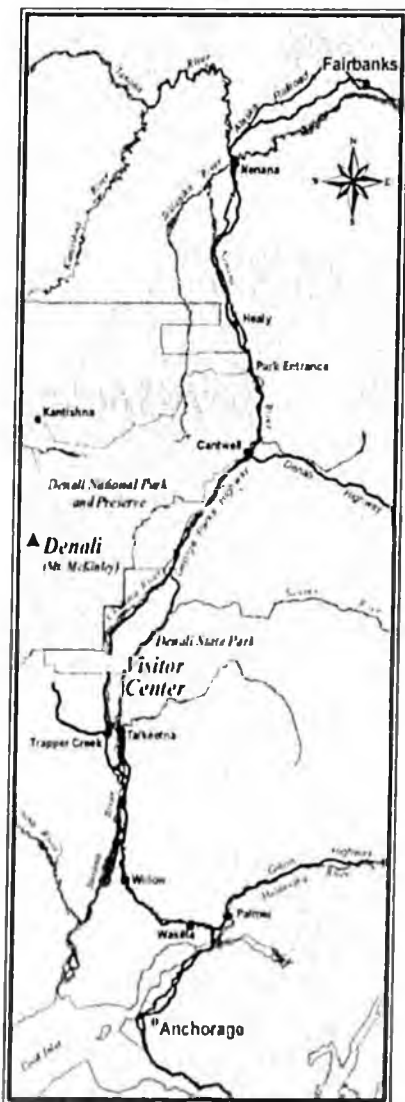
South Denali Implementation Calendar

Year One	Year Two	Year Three	Year Four
Design Access Road to Visitor Center	Construct Access Road	Design Intermodal Transportation Facilities	Design Visitor Complex
		Design Visitor Complex	Construct Intermodal Transportation Facilities





Just out the panoramic windows, you will come face to face with the sheer scale of Denali and the Alaska Range.



Tucked into the landscape of Curry Ridge, the South Denali Visitor Center will be easily accessible, yet feel miles away. At this center, the road will remain open when snow begins to fly. The South Denali Visitor Center will provide a year-round recreation destination.

For families with young children, for people who get around in a wheelchair, for hikers seeking solitude in the backcountry, South Denali will give all kinds of visitors easy access to remoteness.



Whether it's getting out on a crisp winter day or gathering the blueberries of summer, the South Denali Visitor Center will be the starting point for adventure and discovery.