

**SB**

**189**

**Nancy Barnes**

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**From:** Rowland, Mindy B (GOV) [mindy.rowland@alaska.gov]  
**Sent:** Wednesday, February 20, 2008 2:33 PM  
**To:** Nancy Barnes  
**Subject:** SB 189

Hi Nancy,

In response to your inquiry as to whether **SB 189 APPROP.: BRIDGES, SERVICE ROADS, TRAILS**, will have **fiscal notes, it will not.** Appropriation legislation contains the funding in the body of the proposed statute; a fiscal note would essentially double the appropriation. Possibly the easiest example I can give is the capital budget, which lists every project and amount of the appropriation to that project in the bill and has no accompanying fiscal notes.

If you or others would like further explanation, I'm happy to oblige.

Thanks  
Mindy

*Mindy Rowland*  
Deputy Legislative Director  
Office of Governor Sarah Palin  
465-4021

2/20/2008

## **Alaska Trucking Association, Inc.**

3443 Minnesota Drive · Anchorage, Alaska 99503 · Phone (907) 276-1149 · Fax (907) 274-1946

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SB189

APPROP.: BRIDGES, SERVICE ROADS, TRAILS

Senate Transportation Committee Hearing

1:00 pm, February 19, 2008

Aves D. Thompson, Executive Director

Alaska Trucking Association

Thank you. Mr. Chairman and members of the committee, I am Aves Thompson, Executive Director of the Alaska Trucking Association. The Alaska Trucking Association is a state wide organization representing the interests of our more than 200 member companies from Barrow to Ketchikan. Freight movement represents a large chunk of our economy and impacts all of us each and every day. The simple truth is that "if you got it, a truck brought it."

One of the priorities of ATA is improve our infrastructure to ensure that our highways and particularly our bridges, are ready to allow the transport of the hundreds, if not thousands of loads necessary to build a gas pipeline. As we know from experience, one old or substandard bridge can be the weak link in an entire system. Timing is everything and it is critical that we begin to move forward to develop our system to eliminate any critical choke points. It is clear that federal funding will not meet



*If you got it, a truck brought it...*

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Alaska's transportation infrastructure needs in either the short or long term. Given the enormous increase in tax revenue, Alaska needs to invest some of our dollars in our transportation system. Based on our position that we need to invest in our transportation infrastructure, we feel that funding bridge projects is an appropriate use of general fund dollars. Our only criticism is that, given the enormous need, the appropriation should be higher,

In conclusion Mr. Chairman, the Alaska Trucking Association supports the appropriation identified in SB189. Alaska is making an investment in our future.

Thank you for the opportunity to testify.



*If you got it, a truck brought it...*

## **Testimony on Local Bridge Funding Program**

Thank you Mr. Chairman and committee members for providing me the opportunity to speak to you on this very important transportation topic.

For the record, my name is John Duffy and I am the Borough Manager for the Matanuska-Susitna Borough.

I know you have a tight schedule so I will be brief. I have a few prepared comments and have a short presentation I wish to provide.

Mr. Chairman, I first wish to state that we at the Matanuska-Susitna Borough are encouraged that the State Legislature and the Senate in particular are working to develop long term funding solutions for the state's transportation system. We hope that as you consider a funding mechanism for the maintaining the state's bridges and roads, that you will consider the creation of a local bridge and road program to address non-state bridges and roads that form the backbone of the state's transportation system. We believe that a local bridge and road program makes good sense and we are willing to provide a local match for such a program. Indeed, the Mat-Su Borough Assembly has already appropriated funds for such improvements.

An efficient and effective transportation is a basic requirement for a growing economy; without adequate roads and bridges our transportation system will be hampered by congestion which results in higher costs of doing business due to long travel time delays.

Other problems associated with poor bridges and roads include higher fatality and injury rates that result in higher health costs, higher insurance costs, and lower work productivity which all lead to higher overall business costs.

The costs to the citizens and taxpayers of Alaska are more dramatic as families struggle with higher health and insurance costs, and long-term injuries. Our aging transportation infrastructure is also increasing the basic cost of living. For example, there are many bridges in the Mat-Su Borough that have been de-rated by the state of Alaska due to their structural conditions. As a result, commercial vehicles such as fuel trucks, building delivery trucks, freight delivery vehicles and even ambulances and fire trucks are not able to use these bridges. We are unable to clear the bridges of snow because of the weight restrictions. Our citizens are now relying upon pick-up trucks to plow snow and snowmachines and sleds to move people should emergencies occur; many must provide their own fire response. Thus adequate investments in our transportation system at the local level are needed today to address basic quality of life standards and to maintain a strong economy.

Today I wish to focus on the poor condition of local bridges in Mat-Su. I also note that our situation is shared by other communities throughout Alaska. Local bridges in the Kenai Peninsula Borough, Fairbanks North Star Borough, Anchorage, and the Denali Borough and many of the cities within these boroughs all face similar challenges.

Please refer to page one of the presentation hand-out. The Mat-Su Borough presently maintains about 40 bridges. The maintenance and capital replacements are paid for by our local tax payers through Road Service Area taxes.

The existing bridge inspection program is conducted by the state DOT for bridges 25 feet in length or longer while the Borough completes inspections on those bridges less than 25 feet in length. Bridge inspections are conducted by both parties every two years.

The Mat-Su Borough taxpayer, like many others in other boroughs and cities, as I noted above taxes themselves for local bridge and road repair and improvements. Mat-Su taxpayers pay about \$11.2 million for local road and bridges. Much of these funds are dedicated to day-to-day maintenance, snow removal, and limited capital improvements. The Assembly recently appropriated \$400,000 for bridge repair. Unfortunately, our bridge repair needs is about \$3.6 million.

Please to pages 14 through 22 of the handout material for some typical depictions of our damaged bridges.

We respectfully request the State Legislature appropriate funds for local bridge repair with a provision or requirement for local match funds in the form of cash, materials such as gravel, right-of-way, and in-kind which will encourage local governments to match state funds and maximize local resources to help improve bridges in their area.

Mr. Chairman and members of the committee I appreciate the opportunity to speak with you today. We appreciate your efforts to improve the state's transportation system. This ends my comments and am available for questions.

## BRIDGE DISCUSSION 2-19-08

### Prioritized List

Br. No.	Br. Name	Highway	Cost	Type	Deficient?	'09 Delivery?
608	Ptarmigan Cr.	Seward	\$5.6M	Replace	Yes	Maybe
609	Falls Cr.	Seward	\$3.8M	Replace	Yes	Maybe
610	Trail R.	Seward	\$13.2M	Replace	Yes	Maybe
654	Slana R.	Tok	\$5.1M	Replace	Yes	Maybe
663	Tok R.	Tok	\$8.7M	Replace	Yes	Maybe
229	Livengood Cr.	Old Elliott	\$1.0M	Replace	Yes	Maybe
552	Tolsona Cr.	Glenn	\$2.4M	Replace	Yes	Yes
579	Phelan Cr.	Richardson	\$2.2M	Replace	Yes	Maybe
594	Ruby Cr.	Richardson	\$1.9M	Replace	Yes	Maybe
603	Snow R.	Seward	\$600K	Rehab.	Yes	Yes
605	Snow R.	Seward	\$1.9M	Rehab.	Yes	Yes
742	Chilkat R.	Haines	\$15.5M	Replace	No	Maybe
646	Gakona R.	Tok	\$10.0M	Replace	Yes	Maybe
666	So. Fork Anchor R.	Sterling	\$2.5M	Replace	Yes	Maybe
327	No Name Cr.	Halibut Pt. Rd.	\$2.5M	Replace	Yes	Maybe
<b>Total Cost</b>			<b>\$76.9</b>			
			<b>M</b>			

Only bridges owned and maintained by DOT&PF were considered and all others were eliminated. Structurally deficient bridges, as defined by FHWA, were then ranked based on structural condition and average daily traffic (ADT). At this point a lot of personal knowledge and judgment was used to identify the first seven bridges on the list above. Selection considerations included:

- Eliminated bridges that would require extensive road work as part of the replacement. For example, the Seward Highway from MP 75 to 90 is currently being evaluated for rehabilitation and reconstruction. Many of the alternatives include realigning the highway, so bridges within this project were not selected.
- Eliminated bridges scheduled for construction within the next year. For example, a replacement bridge for the Hyder Dock and Trestle is scheduled to obligate construction funding in August 2008. The Tanana River Bridge near Tok was not considered for the same reason.
- Highlighted bridges with particularly low superstructure and substructure ratings. The first five bridges on the list have substructure ratings of 3. The two Snow River Bridges have poor deck conditions.
- The Chilkat River Bridge just misses being rated as structurally deficient, and its replacement is considered a benefit to the proposed natural gas pipeline construction project.

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**Option 1 --**

This option picks eight bridges from the list above without exceeding the proposed budget.

Br. No.	Br. Name	Highway	Cost	Type	Deficient?	Delivery?
654	Slana R.	Tok	\$5.1M	Replace	Yes	Maybe
663	Tok R.	Tok	\$8.7M	Replace	Yes	Maybe
229	Livengood Cr.	Old Elliott	\$1.0M	Replace	Yes	Maybe
552	Tolsona Cr.	Glenn	\$2.4M	Replace	Yes	Yes
666	So. Fork Anchor R.	Sterling	\$2.5M	Replace	Yes	Maybe
327	No Name Cr.	Halibut Pt. Rd.	\$2.5M	Replace	Yes	Maybe
579	Phelan Cr.	Richardson	\$2.2M	Replace	Yes	Maybe
594	Ruby Cr.	Richardson	\$1.8M	Replace	Yes	Maybe
605	Snow R. West	Seward	\$1.9M	Rehab.	Yes	Yes
603	Snow R. Center	Seward	\$600K	Rehab.	Yes	Yes
<b>Total Cost</b>			<b>\$28.7</b>			
			<b>M</b>			

- **Advantages**
  - Maximizes the number of bridges for the approximate budget amount
  - All ten bridges are structurally deficient
  - Six of the bridges are on natural gas pipeline support routes
  - Spreads work around the state
  - Three bridges can have construction work in 2009
- **Disadvantages**
  - Does not address the three bridges on the Seward Highway with piers identified as "poor" condition (condition rating = 3).
  - Several construction contracts possibly resulting in higher administration costs.

**Option 2 --**

The Seward Highway between mile posts 17.1 and 25.4 has five structurally deficient bridges based on FHWA criteria. A combination of bridge replacement and rehabilitation of these five structures will address all deficient bridges between Seward and the Turnagain Pass area.

Br. No.	Br. Name	Highway	Cost	Type	Deficient?	'00 Delivery
610	Trail R.	Seward	\$13.2M	Replace	Yes	Maybe
609	Falls Cr.	Seward	\$3.8M	Replace	Yes	Maybe
608	Ptarmigan Cr.	Seward	\$5.6M	Replace	Yes	Maybe
605	Snow R. West	Seward	\$1.9M	Rehab.	Yes	Yes
603	Snow R. Center	Seward	\$600K	Rehab.	Yes	Yes
<b>Total Cost</b>			<b>\$25.1 M</b>			

- Advantages
  - All five bridges are structurally deficient and have some of the lowest condition ratings on the NHS in Alaska.
  - Replaces three bridges with piers rated as "serious" condition.
  - Rehabilitates two bridges with decks rated as "poor" condition.
  - Could perform this work under one or two construction contracts and perhaps decrease construction administration costs
- Disadvantages
  - Only addresses five deficient bridges in one location in the state.
  - Previous studies of this project area have proposed realignment at Falls and Ptarmigan Creeks. Highway reconstruction costs may exceed those assumed for "standard" bridge replacement projects.

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High Ranking Bridges Not Selected

Bridge No.	Bridge Name	Highway	Reason
695	Rielly Creek	Parks	Realignment
532	Chena River	Wendell St.	
634	Twenty Mile River	Seward	Realignment
1238	Hyder Trestle	AMHS?	Already Funded
638	Virgin Creek	Seward	Realignment
725	Hoadley Creek	So. Tongass	Already Funded
263	Chena River	University	Realignment
505	Tanana River	Alaska	Already Funded
737	Mendenhall River	Glacier	Realignment
630	Portage Creek No. 1	Seward	Realignment
631	Portage Creek No. 2	Seward	Realignment
636	Peterson Creek	Seward	Realignment
639	Glacier Creek	Seward	Realignment
670	Kasilof River	Sterling	Already Funded
627	Placer River Overflow	Seward	Realignment

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**Nancy Barnes**

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**From:** Nancy Barnes  
**Sent:** Saturday, February 16, 2008 1:56 PM  
**To:** Ryan Makinster; Sheila Peterson; Tim Sunday; George Ascott; Nancy Barnes; David Gray; Ginny Austerman  
**Cc:** Ashli Hobbs; Lia Gladstone; LIO Juneau; Martha Hopson  
**Subject:** FW: SB265 Fiscal Note  
**Attachments:** SB265-DOC-OC-02-15-08.pdf

Attached is the fiscal note to put in your Senator's packet for SB 265 which was delivered to your office yesterday--with a note that the fiscal note would be delivered—decided to email it to you instead. The hearing on SB 265 is Thursday Feb. 21. Nancy #6828

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**From:** Yocom, Lauren J (GOV) [mailto:[lauren.yocom@alaska.gov](mailto:lauren.yocom@alaska.gov)]  
**Sent:** Friday, February 15, 2008 6:41 PM  
**To:** Nancy Barnes; Anderson, Ashley K (DEC); Shalon Szymanski  
**Cc:** Peeples, Dwayne B (DOC)  
**Subject:** SB265 Fiscal Note

Here is the fiscal note for SB265. Let me know if you have any questions.

Thanks,  
Lauren

Lauren Yocom  
Legislative Office Assistant  
Office of Governor Sarah Palin  
465-4021

Sen Kookesh's copy



# SENATE TRANSPORTATION COMMITTEE

State Capitol, Room 11  
Juneau AK, 99801-1182  
907-465-6828

To: Senate Transportation Committee Members  
From: Albert M. Kookesh, Chair, Senate Transportation Committee  
Date: February 14, 2008  
Re: Senate Transportation Committee  
For the Week of February 18 - 22, 2008

*Albert M. Kookesh*

**Tuesday, February 19, 2008 1:00-3:00 pm, Butrovich Room #205**

②  
③

**SB 190:** Minors Travelling alone by air (Senator Therriault)★

**SB 189:** Bridges service roads and trails (Senator Therriault)★

Bills previously heard or scheduled.

**Thursday, February 21, 2008 1:00 - 3:00pm, Butrovich Room #205**

①

**SB 265:** Sex Offenders, Kidnappers Driver's License (Senator McGuire)★

Bills previously heard or scheduled.

\* Fiscal notes for all 3 bills have been requested and will be delivered when received (Monday, February 18)



# Matanuska-Susitna Borough Bridges

John Duffy, Borough Manager

February 19, 2008



# OVERVIEW

- Mat-Su Borough Bridges
  - General Information
  - Bridge Inspection Program
  - Funding Scenario
- Bridges and Estimated Costs of Repairs
- Photos Showing Representative Damages



# Mat-Su Borough Bridge Information

- General Information
  - Mat-Su Borough bridge responsibilities include:
    - Twenty-nine (29) are greater than 25 feet in length
    - Ten bridges are less than 25 feet in length



# Mat-Su Borough Bridge Information

- Bridge Inspection Program
  - DOT inspects Borough bridges that are greater than 25 feet in length. Borough bridges are those that are within the Borough's rights of ways.
    - DOT's inspections on each bridge occur every two (2) years
    - Borough's receives a comprehensive inspection report
      - If there are deficiencies noted with the bridges, the Borough is required to fund the repairs.

# Mat-Su Borough Bridge Information

- Bridge Inspection Program (cont)
  - For bridges that are less than 25 feet in length:
    - The Borough utilizes consultant services for inspection of our bridges.
    - Follow-on inspections occur every two (2) years, which is also conducted by a consultant.



# Mat-Su Borough Bridge Information

- Funding for Bridge Repairs and Replacements
  - DOT does not charge the Borough to inspect our bridges that are greater than 25 feet in length.
    - Funds for the bridge repairs come from each RSA budget (few can afford it).
    - Each RSA generates funds from local residents and businesses and these funds are used to fund the maintenance contracts, portions of employee salaries, replacement of road maintenance equipment, etc.
    - After these items are funded, it leaves little funds for bridges: For instance:
      - The total budget for all 16 RSAs is \$11.2M.
      - To date, we have a total requirement of over \$3.64M for bridge repairs and/or replacements.



# Mat-Su Borough Bridge Information

- Funding for Bridge Repairs and Replacements
  - The situation is even bleaker if this is viewed on an individual RSA basis:
    - In FY 2007, DOT inspected Montana Creek bridge at Yoder Road and noted that a bridge member needed to be replaced
      - The cost of this project was over \$50K, and Talkeetna RSA had only \$82K that could be used for this and other emergencies of this type
    - The Deneki Meadows Bridge in Willow RSA needs to be replaced with an estimated replacement cost of \$1.0M
      - Willow's total RSA budget in FY 2008 totaled only \$532K. This is but one bridge in this RSA that needs to be replaced



# Mat-Su Borough Bridge Information

- Funding for Bridge Repairs and Replacements
  - Trapper Creek's RSA has three (3) bridges at this point that need to be replaced for a total estimated cost of \$825K. Three (3) other bridges are in need of repairs for an estimated cost of \$155K.
    - The total RSA budget for FY 2008 totaled only \$139K.
  - Butte RSA has a total budget \$560K in FY 2008, and after deducting the cost of the contract and other required administrative expenses, they had approx \$199K to apply towards replacing Bodenbug Creek bridge.
    - The estimated cost to replace the bridge is \$260K, which more than bankrupts the RSA.



# Bridges and Estimated Cost of Repairs



# Bridges and Estimated Cost of Repairs

- To date, 15 bridges need to be replaced or repaired
  - Total estimated cost is \$3.64M
- Bridge Repair Specifics:
  - Deneki Meadows (Bridge washed away during Aug 2006 floods, affects emergency access) - \$1.0M
  - Eight (8) railroad car bridges (bridges de-rated to 3 tons by ADOT) - \$2.185M
  - One (1) bridge (cracked members, needs replacing) - \$275K
  - Five (5) bridges (needed safety and structural repairs) - \$180K



# Funding

- Funding assistance is necessary to complete needed bridge safety and structural repairs.
- A state appropriation for local bridge repair and maintenance will improve overall safety for the traveling public and enhance the state's overall transportation system.
- Local bridges are part of the state's overall transportation system – they connect residential areas and businesses to the arterials and highways.



# Funding

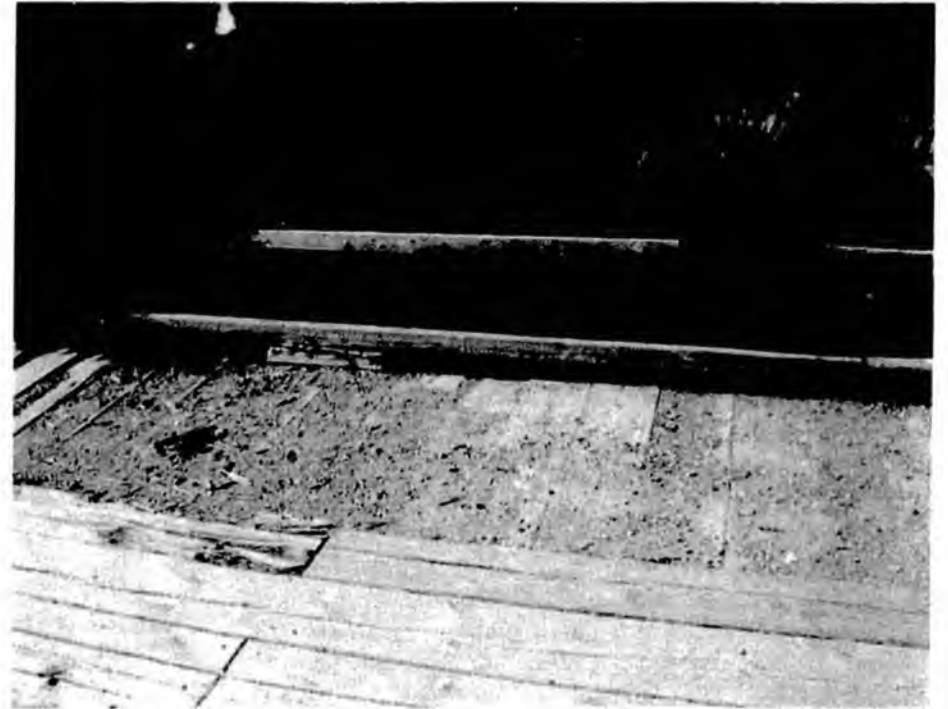
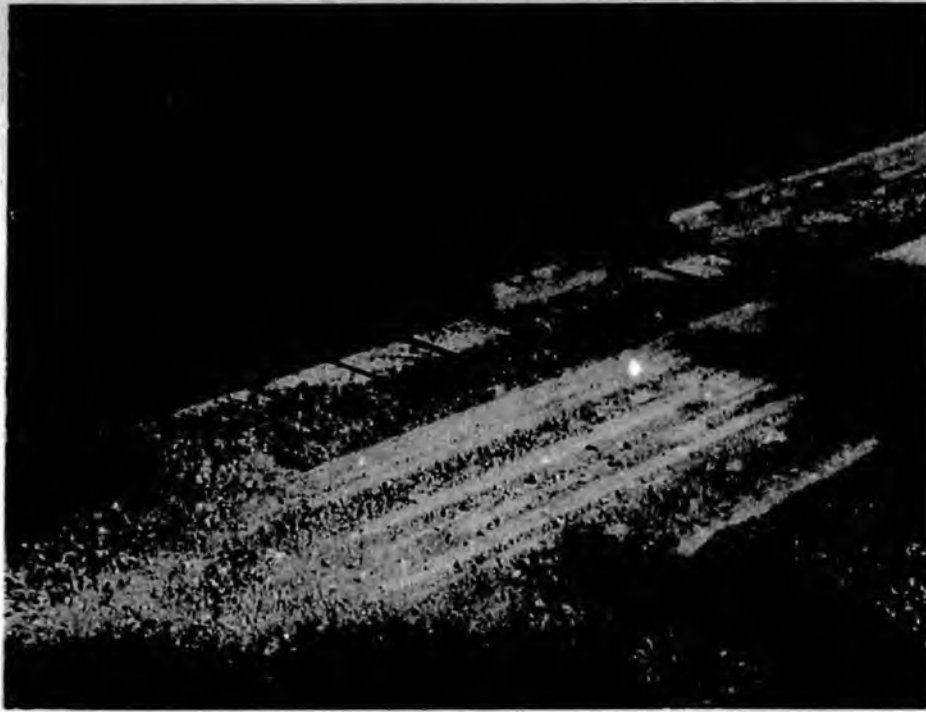
- Provide an appropriation for local bridge repairs
  - Allow local governments to match with:
    - Cash
    - Materials, e.g., gravel, concrete, rip-rap, etc.
    - In-kind, e.g., consultant expertise, equipment, personnel, etc.
- The Borough will provide a local cash match.





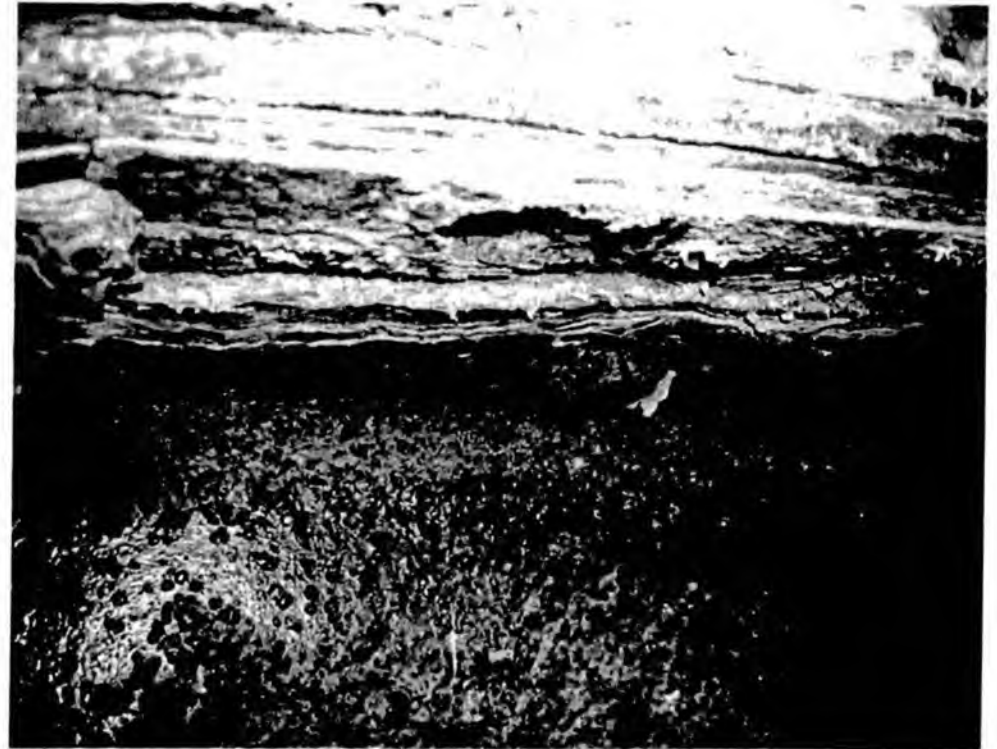
# Photos Showing Representative Damages





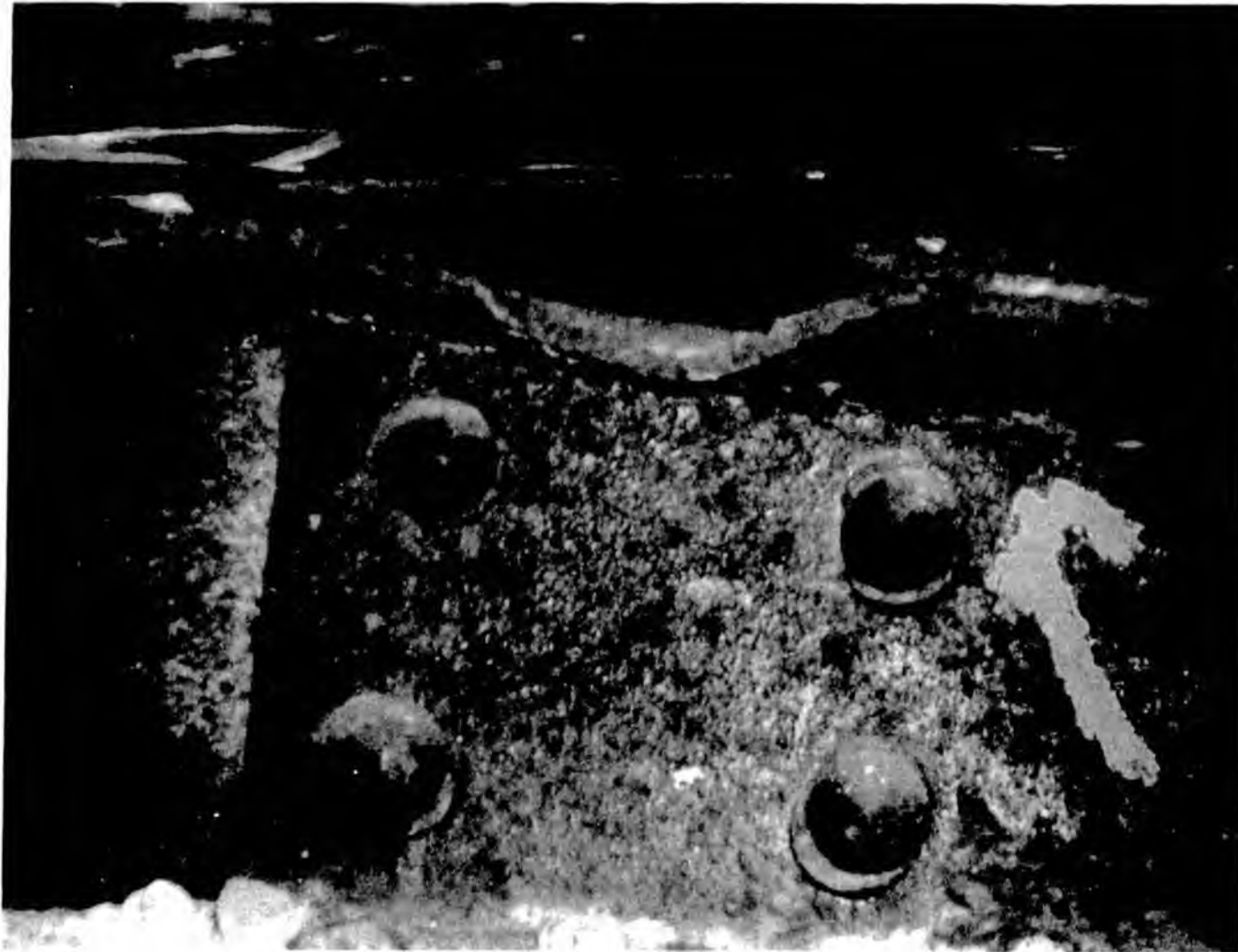
Broken rails that by design are supposed to restrain the lateral movement of vehicles and to prevent them from going over the side.





Sheet rust on the underside of the structural members that degrades the member's integrity





Cracked structural member that impacts structural integrity of the bridge





001Frame 5/28 1E Abundant



001Frame 6/10 Deck of ME



001Frame 6/21 Deck of ME

©2002 11 East 2002 1/8/02 Lowa Getting Chat in Maps

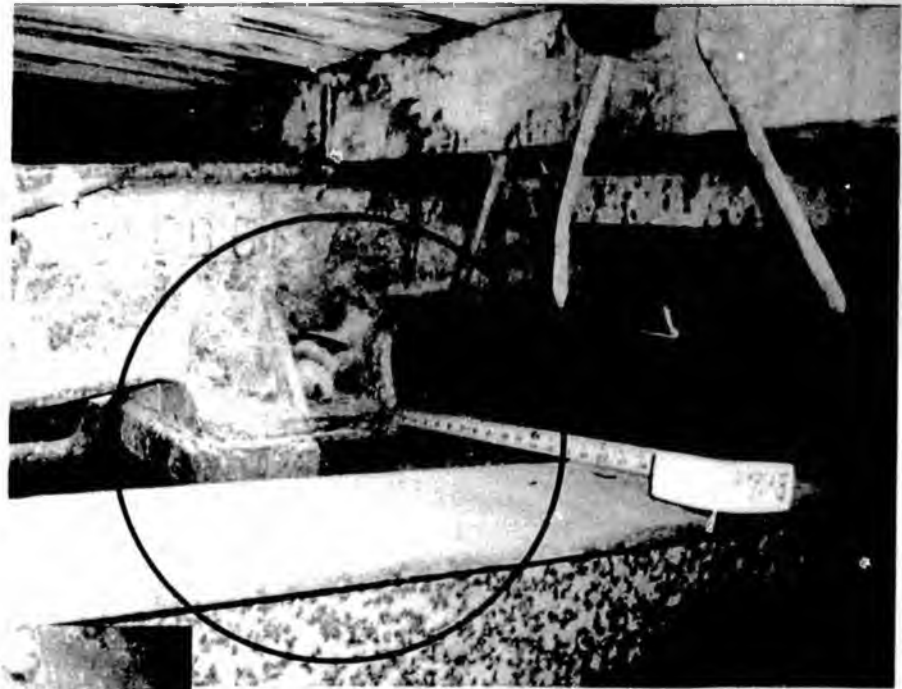
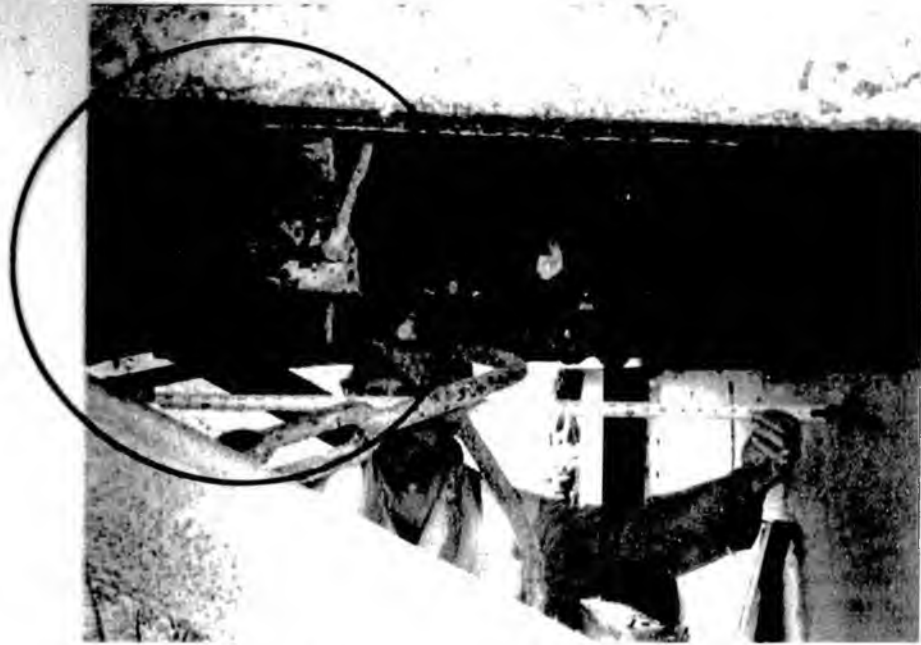
Before the August 2006 floods

After the August 2006 floods



Bridge that collapsed during the August 2006 floods...there now exists only one means of ingress/egress to this community via Shirley Town Bridge.





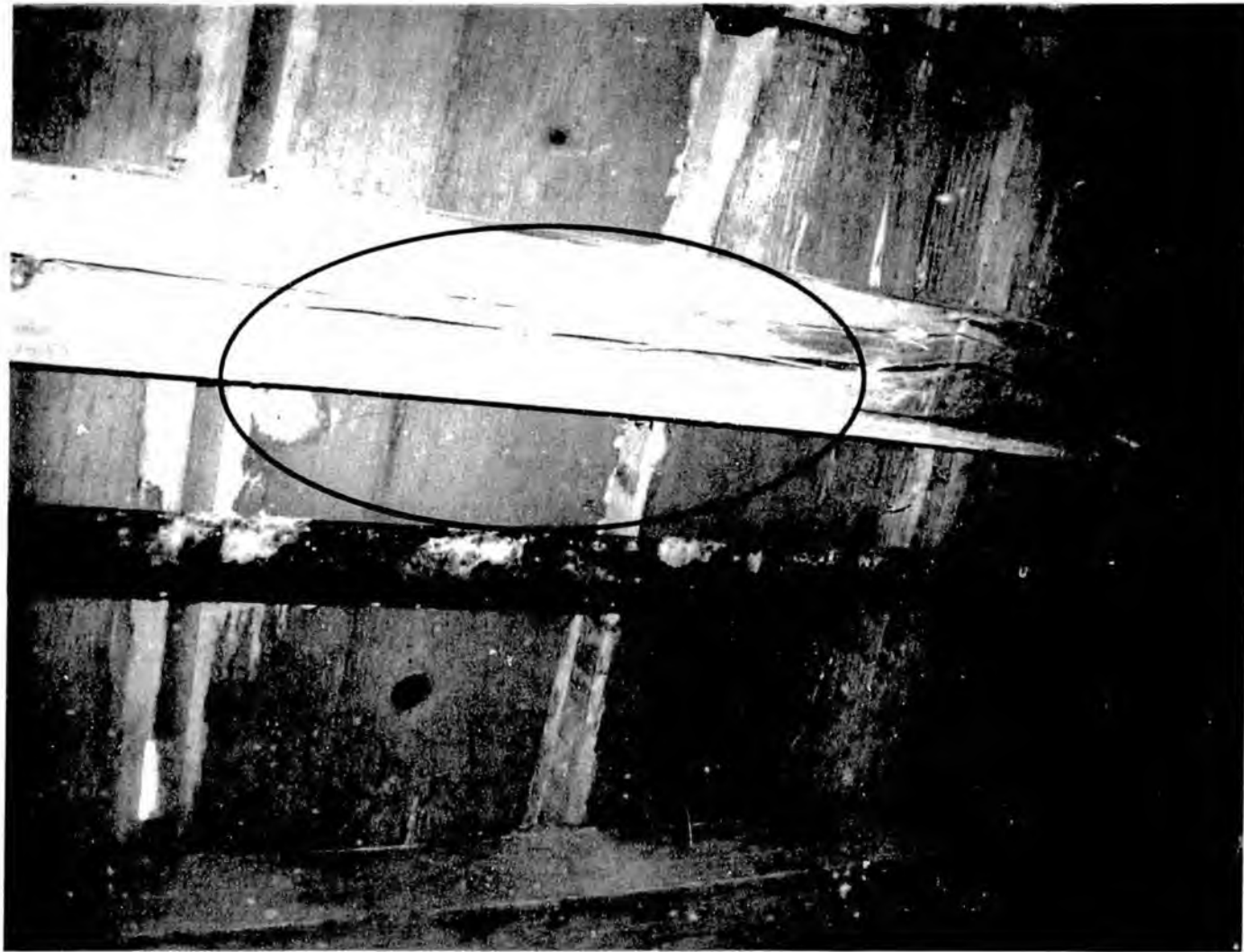
Photos showing where the railroad car is not supported at the wheel location. Because of this, the actual capacity of the bridge is undetermined. It is unknown whether the bridge can carry the load of its own weight given this scenario.





Deck surfaces that are degraded and ultimately affect vehicular safety





A cracked structural member running the length of the bridge





Damaged Abutments

Damaged abutments that by design is supposed to support the end of the bridge.





Damaged  
Structural  
member

Bridge not  
supported at  
wheel locations

Photo showing damaged structural member and that bridge is not supported at its wheel locations



SB 189

**Bridge 1**

**State of Alaska DOT&PF**



Bridge Name: Siana River  
Bridge Number: 654  
Year Built: 1952

Location: Tok Cutoff  
Problem: Older bridge with cracked piers  
Recommendation: *Replacement*



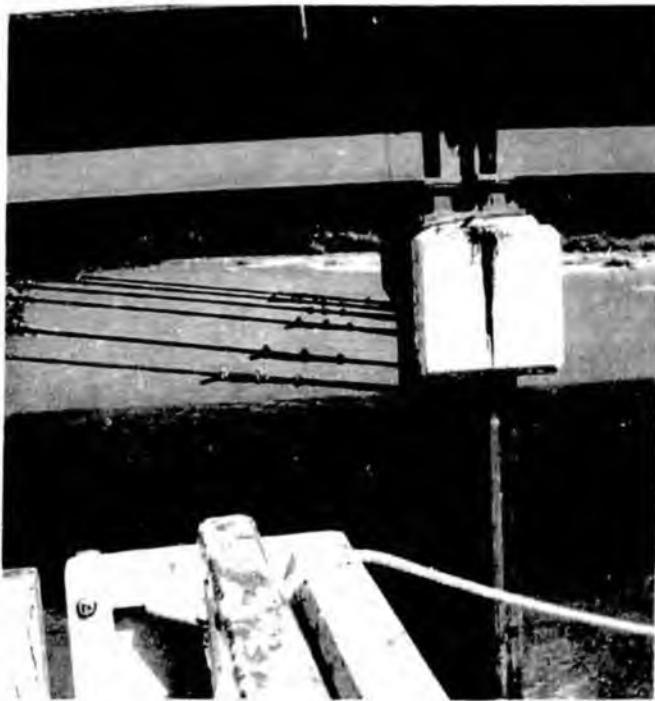
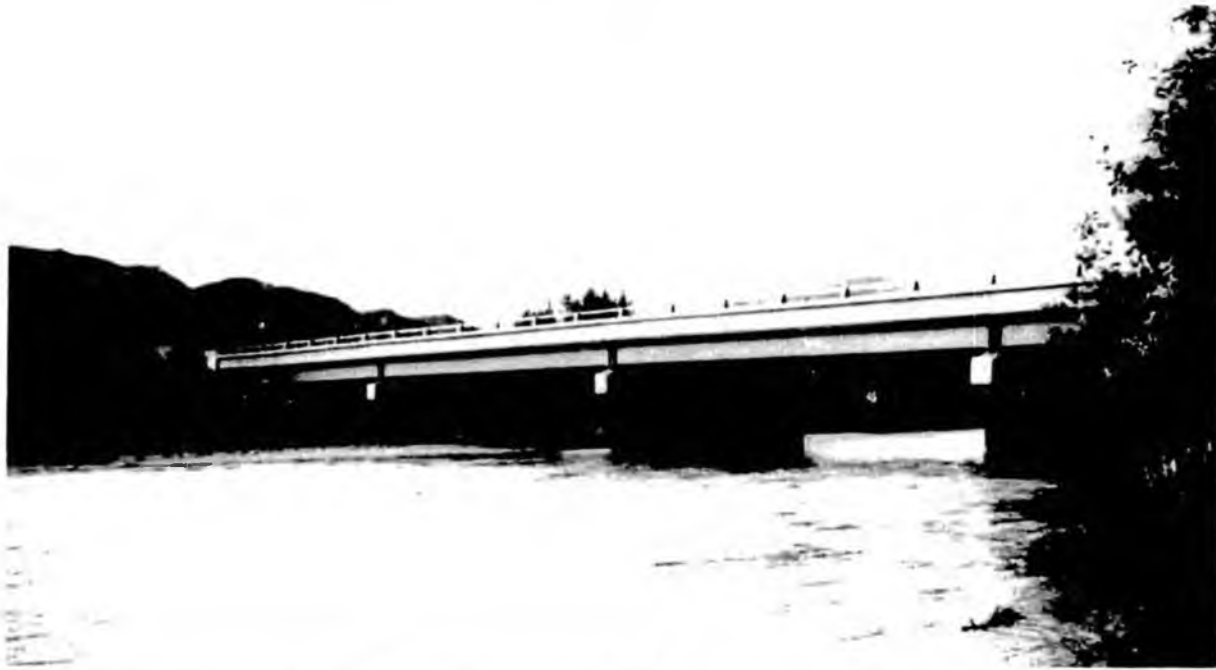
**Bridge 2**

**State of Alaska DOT&PF**



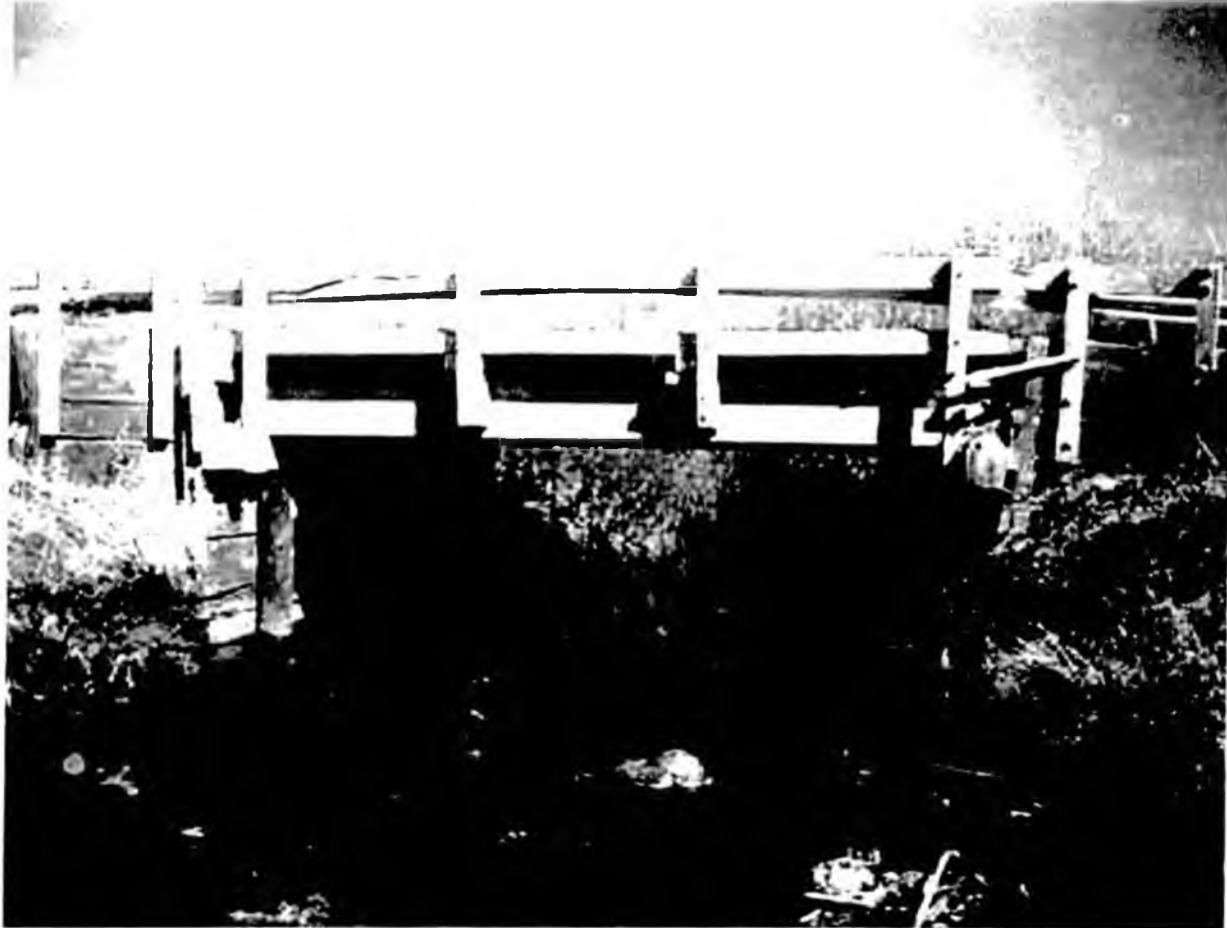
Bridge Name: Tok River  
Bridge Number: 663  
Year Built: 1964

Location: Tok Cutoff  
Problem: Leaning and damaged pier  
Recommendation: *Replacement*





Bridge Name: \_\_\_\_\_  
Bridge Number: \_\_\_\_\_  
Year Built: \_\_\_\_\_  
Type: \_\_\_\_\_  
Material: \_\_\_\_\_  
Span: \_\_\_\_\_  
Notes: \_\_\_\_\_

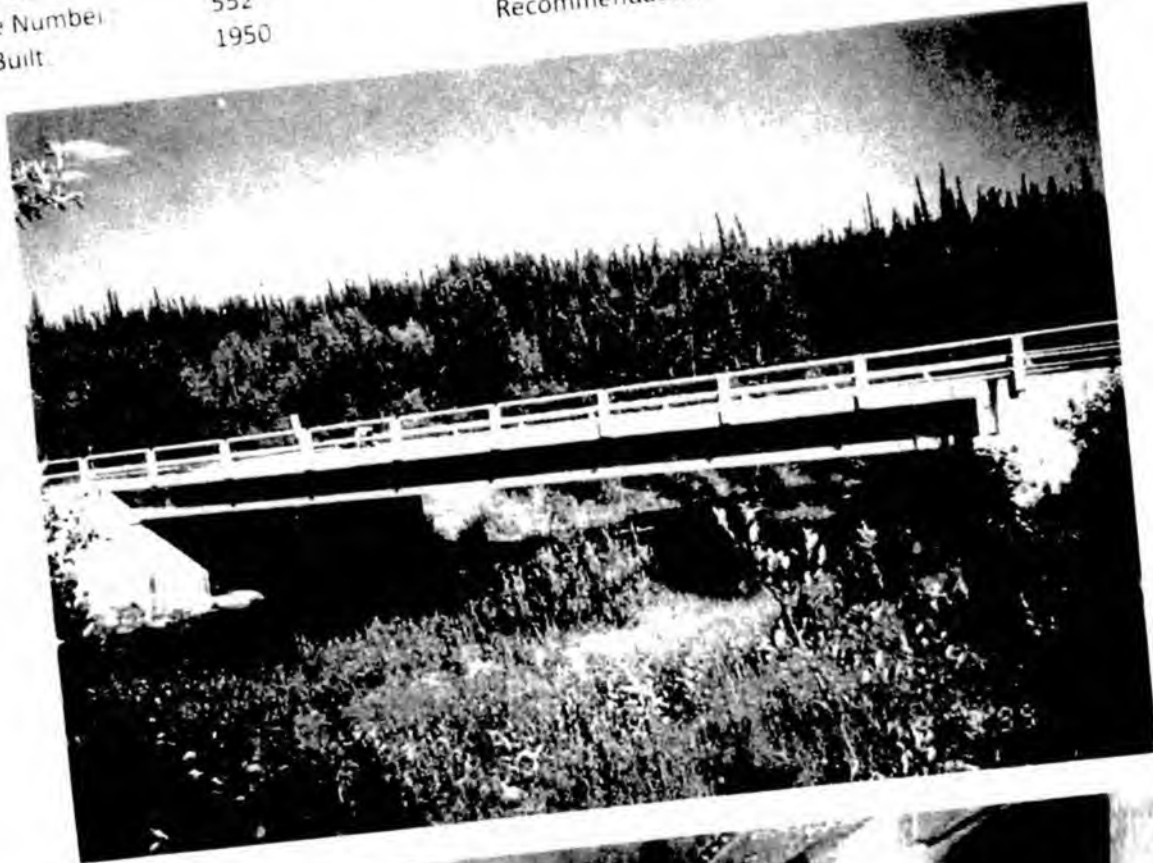




# State of Alaska DOT&PF

## Bridge 4

Bridge Name:	Tolsona Creek	Location:	Glenn Highway
Bridge Number:	552	Problem:	Older bridge with damaged abutments
Year Built:	1950	Recommendation:	Replacement



## Bridge 5

State of Alaska DOT&PF



Bridge Name:	S. Fork Anchor River	Location:	Sterling Highway
Bridge Number:	666	Problem:	Flooding problems, bad abutments
Year Built:	1959	Recommendation:	<i>Replacement</i>



**Bridge 6**

**State of Alaska DOT&PF**



Bridge Name:	No Name Creek	Location:	Halibut Point Road near Sitka
Bridge Number:	327	Problem:	Bad pier
Year Built:	1960	Recommendation:	<i>Replacement</i>



Bridge 7

State of Alaska DOT&PF



Bridge Name	Phelan Creek	Location	Richardson Highway
Bridge Number	579	Problem	Narrow bridge bad abutments
Year Built	1958	Recommendation	<i>Replacement</i>





Bridge Name	Ruby Creek	Location	Richardson Highway
Bridge Number	594	Problem	Hydraulic problems, narrow bridge
Year Built	1952	Recommendation	Replacement





Bridge Name	Snow River West	Location	Seward Highway
Bridge Number	603	Problem	Bad deck
Year Built	1966	Recommendation	<i>Rehabilitation</i>



Bridge 10

State of Alaska DOT&PF



Bridge Name:	Snow River Center	Location:	Seward Highway
Bridge Number:	605	Problem:	Bad deck
Year Built:	1966	Recommendation:	<i>Rehabilitation</i>





Bridge 1	Sitka River	#654	L=153	W=40	Tak cutoff Road
Bridge 2	T. River	#663	L=241	W=30	Tak cutoff Road
Bridge 3	Wetgood Creek	#229	L=22	W=20	Old Seward Highway
Bridge 4	T. Creek	#552	L=82	W=45	Old Seward Highway
Bridge 5	S. Fork Anchor River	#666	L=80	W=28	Seward Highway
Bridge 6	T. Name Creek	#327	L=91	W=24	Habitat Point Road
Bridge 7	F. Creek	#579	L=82	W=24	Richardson Highway
Bridge 8	R. Creek	#594	L=31	W=24	Richardson Highway
Bridge 9	S. W. River West	#663	L=188	W=30	Seward Highway
Bridge 10	S. W. River East	#665	L=649	W=30	Seward Highway

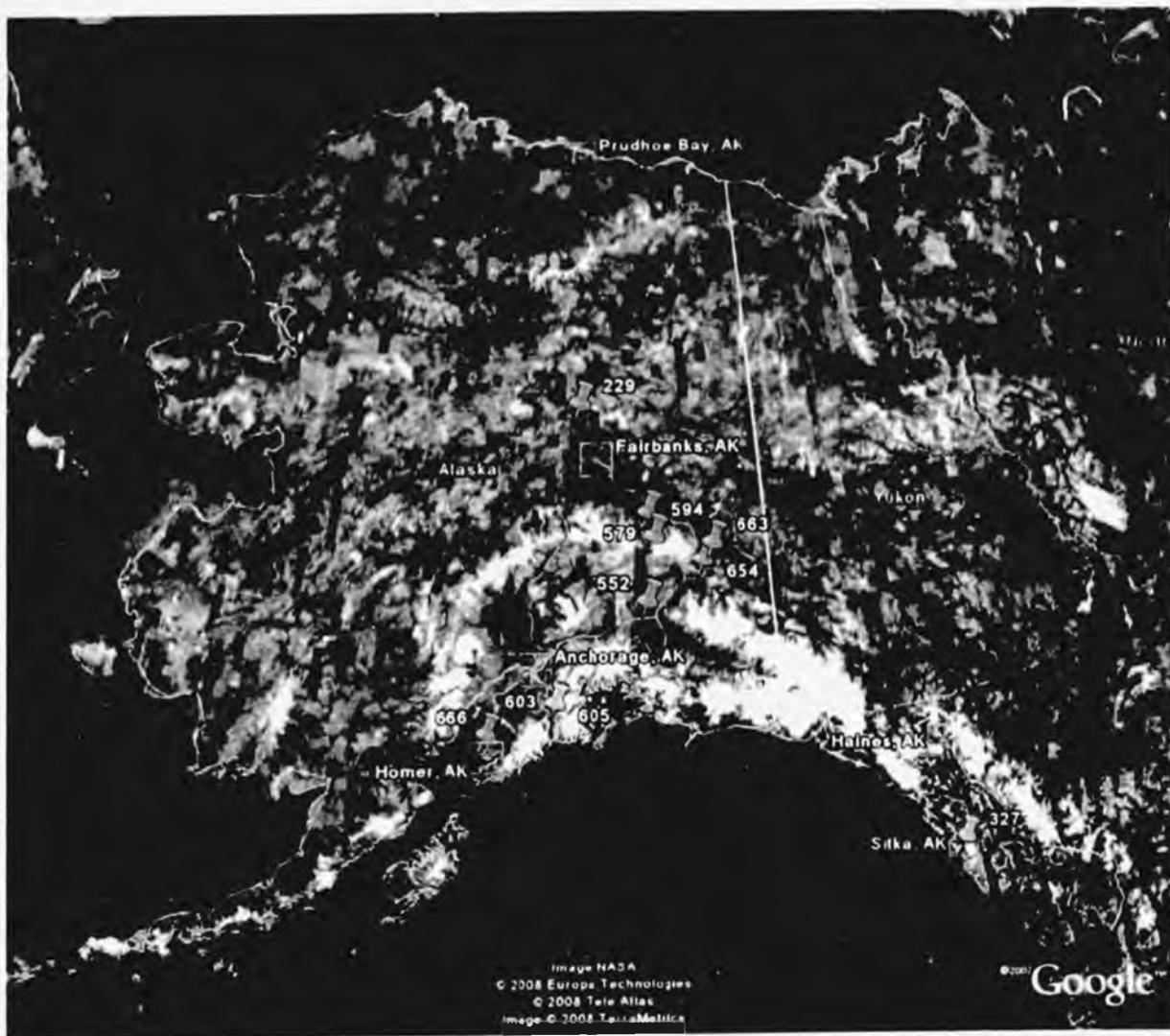


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**25<sup>th</sup> ALASKA STATE LEGISLATURE**  
**SENATE REPUBLICAN CAUCUS**  
[www.aknsa.org/minority.com](http://www.aknsa.org/minority.com)

SENATOR GENE THERRIAULT MINORITY LEADER  
STATE CAPITOL, ROOM 427, 465-4797 (FAX 465-3884)

SENATOR CON BUNDE  
SENATOR FRED DYSON  
SENATOR TOM WAGONER  
SENATOR GARY WILKEN

**Fact Sheet for : Senate Bill 189**  
**Sponsor: Senator Gene Therriault**

**Contact: Heather Brakes, 465-4797**

**Short Title: Appropriation: Bridges, Service Roads, Trails**

**Summary:**

- Appropriates \$25,000,000 in General Funds to the Department of Transportation and Public Facilities for the design, planning, and repair of existing bridge infrastructure on the Alaska highway system.
- Appropriates \$10,000,000 in General Funds to the Department of Transportation and Public Facilities to fund the Local Service Roads and Trails (LSRT) program as defined in Alaska Statute AS 19.30111--19.30.251.

**Benefits:**

- Takes advantage of existing budgetary surplus to focus attention towards maintaining and repairing Alaska's existing bridge infrastructure.
- Restores funding of the LSRT program, which will free select Alaska road projects from complex and inefficient federal regulations, facilitate transportation infrastructure completion and reduce costs, while still maintaining professional construction standards.

**Background:**

- After the August 1, 2007, Minneapolis, Minnesota bridge collapse, which killed thirteen people and injured over one-hundred, national attention focused on the structural integrity of our nation's bridges. The current budget surplus provides the State a unique opportunity to provide additional funds to assist the Department of Transportation in its efforts to conduct thorough inspections and repairs of existing bridges so that their safety will be ensured for Alaska's motorists.
- The LSRT program as defined in AS 19.30.111 – 19.30.251 allocates state funds for the acquisition and construction of local service roads and trails not eligible for federal funds. Funding for the program ended in the mid-1980s as greater federal monies were made available through Congressional ear-marks. However, the political climate has changed, and Alaska could experience decreasing availability of federal highway funds in the future. By renewing funding for the LSRT program, the Department of Transportation is not as vulnerable to the vicissitudes of federal funding and select road construction and maintenance projects will be freed from the constraints of federal regulations.

**SENATE BILL NO. 189**

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWENTY-FIFTH LEGISLATURE - SECOND SESSION

BY SENATOR THERRIAULT

Introduced: 1/16/08

Referred: Transportation, Finance

Funding Information:	General Fund	\$	35,000,000
	Other Funds		-0-
	Total	\$	35,000,000

**A BILL****FOR AN ACT ENTITLED**

1 **"An Act making special appropriations for bridge repairs and construction and road**  
 2 **construction; and providing for an effective date."**

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

4 \* **Section 1.** The sum of \$25,000,000 is appropriated from the general fund to the  
 5 Department of Transportation and Public Facilities for the design, planning, and construction  
 6 for the repair of existing bridge infrastructures on the state highway system.

7 \* **Sec. 2.** The sum of \$10,000,000 is appropriated from the general fund to the Department  
 8 of Transportation and Public Facilities for the construction of local service roads and trails  
 9 under AS 19 30.131.

10 \* **Sec. 3.** This Act takes effect July 1, 2008.



**25<sup>th</sup> ALASKA STATE LEGISLATURE**  
**SENATE REPUBLICAN CAUCUS**  
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SENATOR GENE THERRIALT, MINORITY LEADER  
STATE CAPITOL, ROOM 427, 465-4797 (FAX 465-3884)

SENATOR CON BUNDE  
SENATOR FRED DYSON  
SENATOR TOM WAGONER  
SENATOR GARY WILKEN

**Fact Sheet for : Senate Bill 189**  
**Sponsor: Senator Gene Therriault**

**Contact: Heather Brakes, 465-4797**

**Short Title: Appropriation: Bridges, Service Roads, Trails**

**Summary:**

- Appropriates \$25,000,000 in General Funds to the Department of Transportation and Public Facilities for the design, planning, and repair of existing bridge infrastructure on the Alaska highway system.
- Appropriates \$10,000,000 in General Funds to the Department of Transportation and Public Facilities to fund the Local Service Roads and Trails (LSRT) program as defined in Alaska Statute AS 19.30111--19.30.251.

**Benefits:**

- Takes advantage of existing budgetary surplus to focus attention towards maintaining and repairing Alaska's existing bridge infrastructure.
- Restores funding of the LSRT program, which will free select Alaska road projects from complex and inefficient federal regulations, facilitate transportation infrastructure completion and reduce costs, while still maintaining professional construction standards.

**Background:**

- After the August 1, 2007, Minneapolis, Minnesota bridge collapse, which killed thirteen people and injured over one-hundred, national attention focused on the structural integrity of our nation's bridges. The current budget surplus provides the State a unique opportunity to provide additional funds to assist the Department of Transportation in its efforts to conduct thorough inspections and repairs of existing bridges so that their safety will be ensured for Alaska's motorists.
- The LSRT program as defined in AS 19.30.111 - 19.30.251 allocates state funds for the acquisition and construction of local service roads and trails not eligible for federal funds. Funding for the program ended in the mid-1980s as greater federal monies were made available through Congressional ear-marks. However, the political climate has changed, and Alaska could experience decreasing availability of federal highway funds in the future. By renewing funding for the LSRT program, the Department of Transportation is not as vulnerable to the vicissitudes of federal funding and select road construction and maintenance projects will be freed from the constraints of federal regulations.