

HJR

4

<TARGET><BILL>HJR 4</BILL><SUBJECT>HJR
4</SUBJECT><COMM>STRA27</COMM></TARGET>

SENATE COMMITTEE REPORT

DATE: 4/2/12

FURTHER: Finance

DATE TURNED
IN TO OFFICE: 4/3/12

Transportation Committee considered CS FOR HOUSE JOINT RESOLUTION NO. 4(RLS)

HJR 4-CONST. AM: TRANSPORTATION FUND

Proposing amendments to the Constitution of the State of Alaska creating a transportation infrastructure fund.
and recommends:

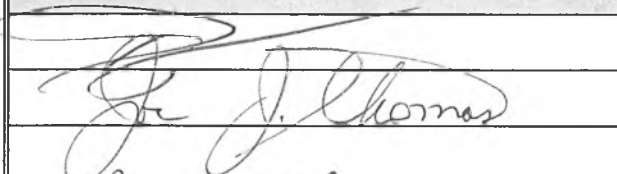
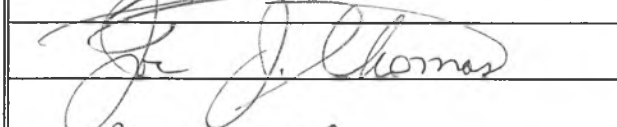
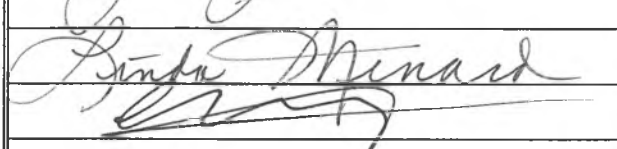
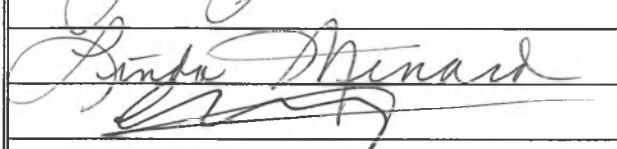
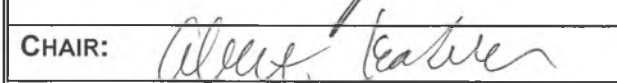
- be replaced with SCS _____ (_____) Same Title Technical Title Change
 New Title/SCR No. _____
- adopt previous SCS _____ (_____) Same Title Technical Title Change
 New Title/SCR No. _____
- attached amendment(s)
- adopt _____ Letter of Intent
- further referral to _____ Committee

Dept Abbr.	
ADM	LEG
CED	LAW
COR	LWF
CRT	MVA
EED	DNR
DEC	DPS
DFG	REV
GOV	DOT
DHS	UA

NEW FISCAL NOTE(S)				
Dept.	Fiscal	Indet.	Zero	FN #

PREVIOUS FISCAL NOTE(S)				
Dept.	Fiscal	Indet.	Zero	FN #
H.FIN			✓	3
GOV	✓			4

APPROPRIATION - no fiscal note

SIGNATURES AND RECOMMENDATIONS:	PRINTED LAST NAME	Do PASS	Do NOT PASS	NO REC	AMEND
	Egan Thomas	✗			
	Thomas	✓			
	Menard	✗			
	Huggins	✗			
CHAIR: 	KOOKSH	✓			



Alaska State Legislature

Representative Peggy Wilson
House District 2

MEMORANDUM

Date: March 28, 2012,

To: Senator Albert Kookesh, Chair

Senate Transportation Committee

From: Representative Peggy Wilson

Re: HJR 4 - Constitutional Amendment:Transportation Fund

I would like to request the Senate Transportation Committee please schedule HJR 4 for a hearing in the Senate Transportation Committee pending referral.

HJR 4 will put a constitutional amendment before voters to change the Alaska constitution to allow a dedicated fund for Capital Transportation Projects.

Alaska is geographically the largest state in the country, and the future of the economic and social well being of its citizens is critically dependent on a reliable transportation system. This change to the State Constitution, allowing a dedicated transportation fund, is needed to create and maintain a modern, reliable transportation system for Alaska.

Thank you for your consideration.

ALASKA STATE LEGISLATURE

Interim:
P.O. Box 109
Wrangell, AK 99929
Phone: (907) 874-3088
Fax: (907) 874-3055



Session:
State Capitol, Room 406
Juneau, AK 99801-1182
Phone: (907) 465-3824
1-800-686-3824
Fax: (907) 465-3175

**REPRESENTATIVE PEGGY WILSON
HOUSE DISTRICT 2**

SPONSOR STATEMENT House Joint Resolution 4

“Proposing amendments to the constitution of the State of Alaska creating a transportation infrastructure fund”

HJR 4 will put a constitutional amendment before voters to amend the Alaska constitution to reinstate a dedicated fund for Transportation Projects.

Historians write that the drafters of the constitution were concerned that dedicated funds would impair future legislatures from responding to evolving public needs. However, the drafters of our Alaska Constitution grandfathered in two dedicated transportation funds. The first was for highways and the second was for water and harbor facilities. They recognized the public need for dependable and efficient transportation and that need has only grown. HJR 4 will reinstate a single dedicated fund that will serve all modes of transportation.

The roads, bridges, airports, ferries and transit systems that make up our state’s transportation system are essential to mobility, commerce and economic development. This system enhances economic competitiveness, increases safety and enhances quality of life. There is a growing imbalance between system use and capacity as well as the need for new infrastructure to access our valuable resources. To insure Alaska has the infrastructure necessary to develop our resources as well as providing a quality of life for our citizens we must commit to funding transportation. Having a dependable revenue stream from year to year will allow Alaska to tackle today’s congestion and maintenance projects as well as developing the needed access to resources and energy into the future.

The new CS for HJR 4 FIN has removed all the details defining which funds will go into ATIF, how ATIF will be appropriated and how it will be managed. Instead, the enabling statutes will define what funds will be directed to the ATIF, which projects are eligible for funding and the entity that will prioritize the eligible projects.

The only stipulation is the projects must be transportation related. The cap on the payout rate has been increased to 7% but the enabling legislation will define what rate will be used initially; probably in the 4-4.5% range. These changes were made to make the constitutional amendment not only good for Alaska today but also in 10, 20, and even 100 years. The changes will give the legislature the flexibility to manage transportation funding as we move into the future. We also now have a more clear and concise constitutional amendment that the public can understand and vote on in November.

FISCAL NOTE

STATE OF ALASKA
2011 LEGISLATIVE SESSION

Fiscal Note Number 1
Bill Version CSHJR 4(TRA)
(H) Publish Date 3/9/11

Identifier (file name) HJR004-OOG-DOE-2-11-11 Dept. Affected Office of the Governor
Title Constitutional amendment related to creating a Appropriation Elections
transportation infrastructure fund Allocation Elections
Sponsor Representatives P. Wilson, Thompson, Fairclough, Costello
Requester House Transportation Committee OMB Component Number 21

Expenditures/Revenues (Thousands of Dollars)

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

	Appropriation Required	Information						
		FY 2012	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
OPERATING EXPENDITURES								
Personal Services								
Travel								
Services			1.5					
Commodities								
Capital Outlay								
Grants								
Miscellaneous								
TOTAL OPERATING		0.0	0.0	1.5	0.0	0.0	0.0	0.0

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

1002 Federal Receipts								
1003 GF Match								
1004 GF			1.5					
1005 GF/Program Receipts								
1037 GF/Mental Health								
Other (please identify)								
TOTAL		0.0	0.0	1.5	0.0	0.0	0.0	0.0

Estimate of any current year (FY2011) cost _____

POSITIONS

Full-time								
Part-time								
Temporary								

Why this fiscal note differs from previous version (if initial version, please note as such)

Prepared by Gail Fenumiai, Director
Division Division of Elections
Approved by Linda J. Perez, Administrative Director
Administrative Services

Phone 465-2644
Date/Time 2/11/2011, 4:08pm
Date 2/11/2011

FISCAL NOTE #1

**STATE OF ALASKA
2011 LEGISLATIVE SESSION**

BILL NO. CSHJR 4(TRA)

Passage of this resolution would require the constitutional amendment to appear on the 2012 general election ballot. The cost of providing information about the constitutional amendment in the Official Election Pamphlet, as required by AS 15.58, is \$1.5. Should the addition of this question require printing an 8-1/2 by 18 inch ballot, the cost will increase to \$22.0.

FISCAL NOTE

STATE OF ALASKA
2011 LEGISLATIVE SESSION

Fiscal Note Number 2
Bill Version CSHJR 4(TRA)
(H) Publish Date 4/9/11

Identifier (file name): HJR4-DOR-TRS-3-18-11 Dept. Affected Revenue
Title Transportation Infrastructure Fund Appropriation Taxation and Treasury
Allocation Treasury Division
Sponsor Representative Peggy Wilson
Requester House Transportation Committee OMB Component Number 121

Expenditures/Revenues (Thousands of Dollars)

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

	Appropriation Required	Information					
		FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
OPERATING EXPENDITURES							
Personal Services				233.0	238.0	242.0	246.0
Travel							
Services				215.0	220.0	224.0	227.0
Commodities							
Capital Outlay							
Grants							
Miscellaneous							
TOTAL OPERATING	0.0	0.0	0.0	448.0	458.0	466.0	473.0

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

1002 Federal Receipts							
1003 GF Match							
1004 GF							
1005 GF/Program Receipts							
1037 GF/Mental Health							
1178 Temporary Code				448.0	458.0	466.0	473.0
TOTAL	0.0	0.0	0.0	448.0	458.0	466.0	473.0

Estimate of any current year (FY2011) cost _____

POSITIONS

Full-time							
Part-time							
Temporary							

Why this fiscal note differs from previous version (if initial version, please note as such)

initial version

Prepared by Pamela Leary, Comptroller and Jerry Burnett, Deputy Commissioner
Division Treasury Division
Approved by Ginger Blaisdell, Director of Administrative Services
Department of Revenue

Phone 907-465-2350
Date/Time 3/18/11; 2:39pm
Date 3/18/11; 3:43pm

FISCAL NOTE #2

STATE OF ALASKA
2011 LEGISLATIVE SESSION

BILL NO. CSHJR 4(TRA)

Analysis

This resolution provides for a Transportation Infrastructure Fund which is assumed to be established in the amount of \$1 billion with additional recurring funding from state fuel taxes, registration and driver's license fees, identification card fees, studded tire taxes, state airport lease and space fees, and other designated fees and funds. It is anticipated the fund will be managed with an asset allocation of 38% fixed income, 10% international equity, and 52% domestic equity. Costs of the fund include investment management fees, audit, accounting and custody fees and are projected based on the assumptions provided by the division's investment advisor and the division's cost allocation plan.

FISCAL NOTE

STATE OF ALASKA
2012 LEGISLATIVE SESSION

Bill Version CSHJR 4(FIN)
Fiscal Note Number 3
(H) Publish Date 3/5/2012

Identifier (file name) HJR004CS(TRA)-DOR-TRS-02-28-12 Dept. Affected Revenue
Title Transportation Infrastructure Fund Appropriation Treasury and Taxation
Allocation Treasury Division
Sponsor Reps P. Wilson, Thompson, Fairclough, Costello
Requester (H) FIN OMB Component Number 121

Expenditures/Revenues (Thousands of Dollars)

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

	FY13 Appropriation Requested	Included in Governor's FY13 Request	Out-Year Cost Estimates				
			FY14	FY15	FY16	FY17	FY18
OPERATING EXPENDITURES	FY13	FY13	FY14	FY15	FY16	FY17	FY18
Personal Services							
Travel							
Services							
Commodities							
Capital Outlay							
Grants, Benefits							
Miscellaneous							
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0	0.0

FUND SOURCE (Thousands of Dollars)

1002	Federal Receipts						
1003	GF Match						
1004	GF						
1005	GF/Prgm (DGF)						
1037	GF/MH (UGF)						
1178	temp code (UGF)						
TOTAL		0.0	0.0	0.0	0.0	0.0	0.0

POSITIONS

Full-time							
Part-time							
Temporary							

CHANGE IN REVENUES

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Estimated SUPPLEMENTAL (FY12) operating costs _____ (separate supplemental appropriation required)
(discuss reasons and fund source(s) in analysis section)

Estimated CAPITAL (FY13) costs _____ (separate capital appropriation required)
(discuss reasons and fund source(s) in analysis section)

Why this fiscal note differs from previous version (if initial version, please note as such)

The fiscal note was zeroed out by the House Finance Committee.

Prepared by Joe Michel
Division House Finance Committee
Approved by Rep. Bill Stoltze
House Finance Co-chair

Phone 465-4958
Date/Time 3/2/12 3:35 PM
Date 3/2/2012

FISCAL NOTE

STATE OF ALASKA cost # codes
 2012 LEGISLATIVE SESSION

Bill Version CSHJR 4(FIN)
 Fiscal Note Number 4
 Publish Date 3/5/12 (H)

Identifier (file name) HJR004CS(TRA)-OOG-DOE-2-27-12 Dept. Affected Office of the Governor
 Title Constitutional amendment related to creating a Appropriation Elections
transportation infrastructure fund Allocation Elections
 Sponsor Reps P. Wilson, Thompson, Fairclough, Costello
 Requester House Finance Committee OMB Component Number 21

Expenditures/Revenues (Thousands of Dollars)

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

	FY13 Appropriation Requested	Included in Governor's FY13 Request	Out-Year Cost Estimates				
			FY14	FY15	FY16	FY17	FY18
OPERATING EXPENDITURES	FY13	FY13	FY14	FY15	FY16	FY17	FY18
Personal Services							
Travel							
Services	1.5						
Commodities							
Capital Outlay							
Grants, Benefits							
Miscellaneous							
TOTAL OPERATING	1.5	0.0	0.0	0.0	0.0	0.0	0.0

FUND SOURCE (Thousands of Dollars)

1002	Federal Receipts						
1003	GF Match						
1004	GF	1.5					
1005	GF/Prgm (DGF)						
1037	GF/MH (UGF)						
1178	temp code (UGF)						
TOTAL		1.5	0.0	0.0	0.0	0.0	0.0

POSITIONS

Full-time							
Part-time							
Temporary							

CHANGE IN REVENUES

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Estimated SUPPLEMENTAL (FY12) operating costs _____ (separate supplemental appropriation required;
 (discuss reasons and fund source(s) in analysis section)

Estimated CAPITAL (FY13) costs _____ (separate capital appropriation required)
 (discuss reasons and fund source(s) in analysis section)

Why this fiscal note differs from previous version (if initial version, please note as such)

Updated on new fiscal note form.

Prepared by Gail Fenumiai, Director
 Division Division of Elections
 Approved by Guy Bell, Administrative Director
Administrative Services

Phone 465-2644
 Date/Time 2/27/2012, 9:46am
 Date 2/27/2012

FISCAL NOTE #4

STATE OF ALASKA
2012 LEGISLATIVE SESSION

BILL NO. CSHJR 4(FIN)

Analysis

Passage of this resolution would require the constitutional amendment to appear on the 2012 general election ballot. The cost of providing information about the constitutional amendment in the Official Election Pamphlet, as required by AS 15.58, is \$1.5. Should the addition of this resolution require printing an 8-1/2 by 18 inch ballot, the cost will increase to \$22.0.

FISCAL NOTE

STATE OF ALASKA
2011 LEGISLATIVE SESSION

Fiscal Note Number _____
Bill Version HJR 4
() Publish Date _____

Identifier (file name) HJR004-OOG-DOE-2-11-11 Dept. Affected Office of the Governor
Title Constitutional amendment related to creating a Appropriation Elections
transportation infrastructure fund Allocation Elections
Sponsor Representatives P. Wilson, Thompson, Fairclough, Costello
Requester House Transportation Committee OMB Component Number 21

Expenditures/Revenues (Thousands of Dollars)

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

	Appropriation Required	Information						
		FY 2012	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
OPERATING EXPENDITURES								
Personal Services								
Travel								
Services			1.5					
Commodities								
Capital Outlay								
Grants								
Miscellaneous								
TOTAL OPERATING	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0

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

1002 Federal Receipts								
1003 GF Match								
1004 GF			1.5					
1005 GF/Program Receipts								
1037 GF/Mental Health								
Other (please identify)								
TOTAL	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2011) cost _____

POSITIONS

Full-time								
Part-time								
Temporary								

Why this fiscal note differs from previous version (if initial version, please note as such)

Prepared by Gail Fenumiai, Director
Division Division of Elections
Approved by Linda J. Perez, Administrative Director
Administrative Services

Phone 465-2644
Date/Time 2/11/2011, 4:08pm
Date 2/11/2011

FISCAL NOTE

STATE OF ALASKA
2011 LEGISLATIVE SESSION

BILL NO. HJR 4

Passage of this resolution would require the constitutional amendment to appear on the 2012 general election ballot. The cost of providing information about the constitutional amendment in the Official Election Pamphlet, as required by AS 15.58, is \$1.5. Should the addition of this question require printing an 8-1/2 by 18 inch ballot, the cost will increase to \$22.0.



CALISTA CORPORATION

RECEIVED
FEB 07 2012

February 3, 2012

Alaska State House of Representatives
House Finance Committee Members:

Representative Bill Stoltze

Representative Bryce Edgmon

Representative Les Gara

Representative Bill Thomas

Representative Tammy Wilson

Representative Mike Doogan

Representative Anna Fairclough

Representative Mia Costello

Representative Mike Hawker

Representative Dave Guttenberg

Alaska State Capital Building
Juneau, Alaska, 99801

Re: State Transportation Program - House Bills 30 and 31

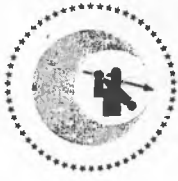
Dear House Finance Representatives:

Calista Corporation is sending this letter in support of an Alaska Transportation Infrastructure Fund Program of House Bills 30 and 31. There have been numerous public hearings all across the state on these bills over the past year; they were vetted in subcommittee through the interim; and now they await a House Finance hearing date. We respectfully request the House Finance committee schedule a date for a hearing on these bills and this important Alaska infrastructure issue.

The two companion bills enable a multimodal Transportation Infrastructure program to be re-established in some form utilizing authority originally established in our constitution. They also directly support the initial intent recognizing the critical needs of both transportation and infrastructure and the role they play in healthy economic and business development. These needs still exist in Alaska and have never been met to fully provide access to markets, supplies and resources which businesses must have to be competitive and provide economic opportunities in the state. Our region is perhaps a model of how a lack of basic necessary transportation and energy infrastructure can and has had far reaching negative social and economic impacts since statehood. Today the YK region has some of the highest costs of living in the nation, high levels of suicide, few resource businesses, and a district with the lowest per capita income in the country. One of Calista's highest priorities is regional infrastructure –it is needed for community sustainability and development.

- Alaska once had very strong road and airport programs even without the federal funding relied on today. Currently, the state has an \$8 billion backlog of needed transportation reconstruction projects that were largely paid for with federal funds, and does not include roads, ports, or airports never yet built to access vast areas. Alaska has become dependent on federal funding for the existence of its transportation infrastructure planning, building, and maintaining a majority of its programs and projects for all the transportation modes Alaskan rely upon. This is unacceptable to other states' pointing to Alaska as: sitting on huge savings, having the lowest fuel tax nationally, contributing little to no fuel tax to the National Transportation trust, and no state tax to support its infrastructure. Furthermore, Alaska has NO state funded program of any kind to count on for basic core infrastructure construction and maintenance needed for commerce.

Issues such as these place Alaska into an untenable situation as one of the only states' which lacks a state funded transportation program of its own. However, our state continues to rely on those federal transportation trust fund dollars paid into and thus supported by all the other states' which have some form of funding program.



CALISTA CORPORATION

www.calistaalaska.com

Being in non-compliance with federal grant assurances required to maintain infrastructure places Alaska at great risk. This risk can result in receiving less regular program funding and receiving far less discretionary money from the shrinking federal programs Alaska relies on. The State has certainly been notified of these facts, as have most other organizations, groups, and citizens going to Washington D.C. to request funding.

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

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

House Bills 30 and 31 may not solve each and every transportation intricacy, program, and user issue; however, these steps are required to establish the program and begin solving Alaska's transportation infrastructure needs in a fair, consistent, and thoughtful manner that is standard in every other state in the United States.

Calista supports re-establishment of a state transportation infrastructure program that can be consistently counted on in all regions and communities of Alaska. We look forward to a hearing date on the referenced bills. Thank you for the opportunity to comment on this important piece of legislation.

Respectfully,

Andrew Guy

President and Chief Executive Officer

cc: *Senator Lyman Hoffman*
Senator Donny Olsen
Senator Bert Stedman
Representative Peggy Wilson

February 9, 2011

The Honorable Peggy Wilson
Alaska State House
State Capitol Room 408
Juneau, AK 99801

Dear Representative Wilson:

The undersigned business associations, working together under the banner of the Business Advocacy Committee, represent hundreds of firms and tens of thousands of employees from every major industry in Alaska. Our organizations share a common vision for Alaska's future – one in which a thriving private-sector economy creates good jobs for Alaskans and attractive economic opportunities for investors. State government, focused on the right issues, can help make this vision a reality.

Our organizations have identified five priority areas to be dealt with during this legislative session. Progress on each of these priorities will make Alaska a better place for business by encouraging private-sector investment and job creation. We urge you and your colleagues to address these issues.

OIL TAX REFORM

Taxes on the oil industry account for nearly nine out of every ten dollars in revenue the state collects. While current oil prices are exceedingly high relative to historic standards, North Slope oil production is only one-third the level of its peak. Alaska's taxation policy should encourage more investment to reverse this dramatic, continuing production decline. We support meaningful reform of Alaska's oil production tax system that reduces the state's tax burden on all Alaska oil and gas exploration and development activities and encourages increased production.

REGULATIONS

The Alaska Coastal Zone Management Program (ACMP) is due to sunset in 2011. We are comfortable renewing the program in its current form. *However, we oppose any changes to the ACMP that diminish the program's ability to provide concise, streamlined, and predictable permitting in Alaska's coastal zone.*

LITIGATION REFORM

Alaska's resource industries are ongoing targets of anti-development groups utilizing the court system and the state and federal appeals processes to stop and delay responsible resource development. Other businesses, local governments and community development projects can also be subject to frivolous lawsuits. Meanwhile, state agencies are forced to spend inordinate amounts of staff and financial resources dealing with third-party lawsuits at the expense of their mission to serve the public at-large. *We support efforts to bring more accountability to the appeals and litigation processes for community and resource development projects.*

FISCAL RESPONSIBILITY

Unrestricted general fund spending within the state's operating budget has increased from \$3.1 billion in fiscal year 2006 to \$4.8 billion in fiscal year 2011. We do not believe such spending growth is sustainable especially in light of the continuing decline in North Slope oil production. The Legislature and Governor must do more to control growth in the operating budget. *We recommend the Legislature*

hold unrestricted general fund spending in the operating budget to \$3.5 billion – a level of spending equal to fiscal year 2010. With regard to the capital budget, we encourage the state to focus on strategic investments that help generate new private sector investment.

STRATEGIC TRANSPORTATION INFRASTRUCTURE

There is strong agreement the long-term economic benefits derived from investment in Alaska's transportation infrastructure far exceed the cost of the initial investment. Considering the vastness of Alaska, the state's current transportation infrastructure is inadequate and requires continued planning, upgrades, and expenditures to assure Alaska citizens are provided with essential services. *We support a state funded transportation program that is adequately and predictably funded, provides continuity between succeeding administrations, and addresses all modes of transportation.*

Working together we can improve Alaska's business climate. We request an opportunity to meet with you to discuss these matters in more detail. A representative from the Business Advocacy Committee will be in touch with your office to schedule a meeting.

Sincerely,

Steve Borell, Executive Director
Alaska Miners Association

John MacKinnon, Executive Director
Associated General Contractors – Alaska

Marilyn Crockett, Executive Director
Alaska Oil and Gas Association

Mike Satre, Executive Director
Council of Alaska Producers

Rachael Petro, President & CEO
Alaska State Chamber of Commerce

Scott Hawkins, President
Prosperity Alaska

Rebecca Logan, General Manager
Alaska Support Industry Alliance

Jason Brune, Executive Director
Resource Development Council for Alaska, Inc.

Aves Thompson, Executive Director
Alaska Trucking Association



**ALASKA ASSOCIATION OF HARBORMASTERS
AND PORT ADMINISTRATORS**

Kim Elliot, Executive Secretary

7 Maksoutoff Street

Sitka, AK 99835

Phone: (907) 747-7677

aahpa@gci.net

February 14, 2011

The Honorable Peggy Wilson
State Capitol Room 408
Juneau, AK 99801-1182

Dear Representative Wilson:

The Alaska Association of Harbormasters and Port Administrators (AAHPA) is a statewide professional organization comprised of senior managers from 31 municipal harbor systems. Our members operate and maintain the majority of the harbors in the State of Alaska.

The AAHPA strongly supports House Bill No. 30, which among other things provides a funding source for the State's Municipal Harbor Matching Grant Program (AS 29.60.800). This grant program was developed with substantial input and support from the AAHPA in 2006; however, it has received funding in only three of the State budgets enacted since then.

The primary target of this grant program is the small boat harbors constructed by the State of Alaska in the 1960s and 1970s, which have been transferred to local municipalities during the past several years. Most of these facilities were in less than stellar condition at the time ownership was transferred and are in need of major repairs or replacement.

These harbors play a critical economic role by enabling trade, transportation, commercial fisheries, tourism, and recreational opportunities across the State. Providing a stable funding source for the Municipal Harbor Matching Grant Program, as HB 30 will do, is a significant step in ensuring that we are able to adequately repair and maintain these valuable facilities throughout the State of Alaska.

Please contact me at (907) 228-6049 if you have any questions regarding AAHPA's support of HB 30.

Sincerely,

Steven R. Corporon, President
Alaska Association of Harbormasters and Port Administrators

From: Steve Sorensen [<mailto:steve.ak.ranch@gmail.com>]

Sent: Monday, February 14, 2011 9:09 PM

To: Rep. Alan Dick; Rep. Bob Miller; Rep. David Guttenberg; Rep. Scott Kawasaki; Rep. Steve Thompson; Sen. John Coghill; Rep. Tammie Wilson

Cc: Sen. Albert Kookesh; Sen. Joe Thomas; Sen. Joe Paskvan

Subject: HJR 4 and HB 30

Key to Alaska's vitality is its transportation system. I vigorously support HJR 4 – the constitutional amendment to re-instate a dedicated transportation fund and HB 30 - the enabling statutes for the fund. This is long overdue and is sorely needed legislation and will greatly benefit interior Alaska. The Senate needs to get on board and proactively support this legislation.

Sincere Regards,

Steve Sorensen P.E.

"We loved a great many things - birds and trees and books and all things beautiful, and horses and rifles and children and hard work and the joy of life." Teddy Roosevelt

Supporters of Alaska Transportation Infrastructure Fund HJR 4

Associated General Contractors of Alaska

Alaska Municipal League

Alaska AFL-CIO

Alaska State Chamber

Alaska Teamsters Local # 959

Alaska Laborers Local 942 & 341

Alaska Transportation Priorities Project

Alaska Trucking Association

Alaska Harbormasters Association

American Society of Civil Engineers

Alaska Mobility Coalition

Alaska Airports

Alaska Owners and Pilots Association

Alaska Marine Pilots

Marine Transportation Advisory Board

Southeast Conference

SW Alaska Conference of Mayors

Calista Corporation



ASSOCIATED GENERAL CONTRACTORS of ALASKA

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March 1, 2012

Representative Peggy Wilson
State Capitol Building, Room 415
Juneau, AK 99801

RE: HJR4

Dear Representative Wilson:

On behalf of the Associated General Contractors of Alaska, a construction industry trade association of 650 business members, I offer support for HJR4.

HJR4 would put an initiative on the ballot for a constitutional amendment to dedicate certain revenue for a state funded transportation program.

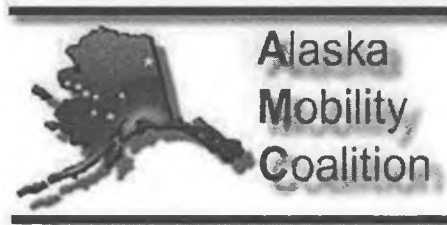
A state funded transportation program has been a legislative priority of the AGC for many years, and dedication of funds is the most certain way to insure that a state funded program is maintained. HJR42 is companion legislation to HB30, the enabling legislation for a state funded program, which is also supported by AGC.

Transportation is one of the most important issues to Alaskans, and something that affects every Alaskan every day. Funding of transportation projects is always well received. I believe there has been only one transportation bond issue since statehood that has not been approved by the voters; most with overwhelming support.

In closing, Alaska needs a transportation program, sufficiently funded with regular, predictable and reliable funding with an annual appropriation of state funds so we can begin to address our many transportation needs, and dedication of funds for such a program is an essential element.

Sincerely,

John MacKinnon
Executive Director
Associated General Contractors of Alaska



Achieving mobility through community appropriate transportation services

3705 Arctic Blvd #1777
Anchorage, AK 99503.
907-240-2702

February 15, 2011

Representative Peggy Wilson
State Capitol, Rm 408
Juneau, AK 99801-1182

Dear Representative Wilson:

On behalf of the Alaska Mobility Coalition (AMC), we strongly support HJR4 (a constitution amendment creating a transportation infrastructure fund) and HB30 (transportation infrastructure fund).

The AMC is a private, non-profit membership organization that represents and advocates for public and community transportation in Alaska. The AMC has ninety seven members across the state from Bethel to Prince of Wales Island. The AMC membership provides over seven million rides annually for Alaskans to get to work, school, shopping trips, recreational opportunities and medical appointments. For more information on the AMC, I have attached a link to our website for your review (<http://www.alaskamobility.org>)

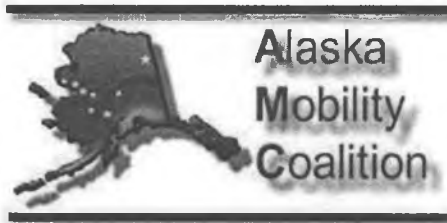
Alaska is one of just three states that do not provide general operating support for transit service. In addition, there are road maintenance, ferry operation and urban and rural trails that are neglected around the state because of the lack of infrastructure support. The federal government will be reducing its investment in transportation in Alaska in the next few years and it is time for legislature to dedicate its gas taxes and other transportation-related user fees for transportation infrastructure.

The Alaska Mobility Coalition would be honored to serve on the Transportation Infrastructure Fund Advisory Council as proposed in HB 30.

Thank you for your efforts in supporting transit in Alaska. I look forward to working with you and the Alaska legislature on your legislation during the current session.

Sincerely,

David M. Levy
Executive Director



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