

**HJR**

**10**

<TARGET><BILL>HJR 10</BILL><SUBJECT>HJR  
10</SUBJECT><COMM>SFIN28</COMM></TARGET>

# Fiscal Note

State of Alaska  
2014 Legislative Session

Bill Version: CSHJR 10(FIN)  
Fiscal Note Number: 2  
(H) Publish Date: 3/3/14

Identifier: HJR010CS(JUD)-OOG-DOE-1-21-14  
Title: CONST. AM: TRANSPORTATION FUND  
Sponsor: P.WILSON  
Requester: House Finance Committee

Department: Office of the Governor  
Appropriation: Elections  
Allocation: Elections  
OMB Component Number: 21

### Expenditures/Revenues

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

(Thousands of Dollars)

	FY2015 Appropriation Requested	Included in Governor's FY2015 Request	Out-Year Cost Estimates				
			FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
<b>OPERATING EXPENDITURES</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
Personal Services							
Travel							
Services	1.5						
Commodities							
Capital Outlay							
Grants & Benefits							
Miscellaneous							
<b>Total Operating</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

### Fund Source (Operating Only)

1004 Gen Fund	1.5						
<b>Total</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

### Positions

Full-time							
Part-time							
Temporary							

<b>Change in Revenues</b>							
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Estimated SUPPLEMENTAL (FY2014) cost: 0.0

Estimated CAPITAL (FY2015) cost: 0.0

### ASSOCIATED REGULATIONS

Does the bill direct, or will the bill result in, regulation changes adopted by your agency? No  
If yes, by what date are the regulations to be adopted, amended or repealed?

### Why this fiscal note differs from previous version:

Updated for second session to accurately reflect FY2015 and out year costs.

Prepared By: Gail Fenumiai, Director  
Division: Division of Elections  
Approved By: Guy Bell, Administrative Director  
Agency: Division of Administrative Services, Office of the Governor

Phone: (907)465-2644  
Date: 09/26/2013 03:07 PM  
Date: 09/26/13

FISCAL NOTE ANALYSIS #2

STATE OF ALASKA  
2014 LEGISLATIVE SESSION

BILL NO. CSHJR 10(FIN)

**Analysis**

Passage of this resolution would require the constitutional amendment to appear on the 2014 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.

# ALASKA STATE LEGISLATURE

*Interim:*  
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*Session:*  
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**REPRESENTATIVE PEGGY WILSON  
HOUSE DISTRICT 33**

## **SPONSOR STATEMENT House Joint Resolution 10**

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

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HJR 10 will put a constitutional amendment before voters to amend the Alaska constitution to reinstate a dedicated fund for transportation projects. If this change is passed by the voters, the **Alaska Transportation Infrastructure Fund (ATIF)** will dedicate transportation user fees and taxes, (motor fuel tax, vehicle rental tax, studded tire tax, driver’s license and identification card fees, vehicle registration fees) to transportation projects.

The crafters of the constitution allowed for two dedicated transportation funds at the time of statehood, one for land transportation and one for sea transportation. They realized that some funds would be needed no matter the economic or political climate. They lasted for several years until they were eliminated. HJR 10 will reinstate a transportation fund.

In FY14, 79% of our capital transportation budget will come from the federal government. The Federal Government passed a new, two year highway program, MAP-21. The good news is that the overall federal-aid funding remains consistent with SAFETEA-LU, the previous program. However, the amount of funding for roads not on the National Highway System (NHS) has been cut by about 50%. We will see a lot less funding for our borough and city roads. The categories of funding have been reduced and they are much more restrictive. Our own DC delegation have told the legislature that Alaska needs to rely less on the federal government and start shouldering some of the burden of improving our transportation infrastructure.

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.

The latest version of HJR 10 updated the dates that the revenue would be directed into the ATIF and it also added tire taxes as another source of revenue.

# ALASKA STATE LEGISLATURE

*Interim:*  
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**REPRESENTATIVE PEGGY WILSON  
HOUSE DISTRICT 33**

---

The new CS for HJR 10 FIN has changed the date that the revenue will be deposited into the fund and also adds the studded tire tax for clarity.

The CS for HJR 10 (JUD) attempted to add both the retail tire tax and the studded tire tax. The term "tire tax" was used.

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## ATIF Constitutional Amendment (HJR 10) Elements

Constitutional amendment before the voters in 2014

1. If passed will create a dedicated fund for transportation projects
2. Allow transportation user fees to be directed to the fund.
3. Fund Revenues:
  - a. Motor Fuel Taxes
  - b. Vehicle Registration fees (less MVRT and specialty license plates funds)
  - c. Tire Taxes
  - d. Driver's License fees, Identification card Fees
  - e. Vehicle rental taxes
  - f. Other transportation related fees and funds
4. Fund Appropriations:
  - a. For any transportation related project as defined by enabling statutes
  - b. Administration costs of the fund and costs to operate DMV
  - c. Up to 50% of the fees received in the previous year
  - d. Up to 6% POMV averaged over the past 5 years. **(High cap is to allow future expenditures if the market warrants it. Would expect it to be in the neighborhood of 4% in today's market climate)**
5. Allows the legislature to define how the fund is managed. All interest earned from the fund shall be deposited into the fund.

## Alaska Transportation Finance Study

# final report

*prepared for*

**Alaska Municipal League**

*prepared by*

**Cambridge Systematics, Inc.**

*January 2009*

[www.camsys.com](http://www.camsys.com)

# Executive Summary

The Alaska Municipal League (AML) commissioned Cambridge Systematics, Inc. to conduct an objective assessment of the current finance trends, challenges, and possible options to meet Alaska's transportation funding needs. This work involved a significant amount of analysis and produced multiple layers of findings that have been documented in this report, the Transportation Finance Study. Nevertheless, the work may be summarized into the following three categories of findings.

## UNDER INVESTMENT IN THE STATE'S TRANSPORTATION INFRASTRUCTURE

Almost every state and the Federal Government have been chronically under investing in their transportation infrastructure and Alaska is not an exception. Over the last several years, studies at the national and state levels have painted a dire picture of transportation funding over the long term: the average funding gap for the Federal shortfall is almost \$60 billion annually through 2017 (10-year average) to maintain the current condition and performance of the nation's surface transportation system.

- Underinvestment in Alaska may have more severe consequences than for almost any other state because the Alaska's economy is highly dependent on resource extraction industries. These industries are highly transportation-intensive; their growth is the most likely offset to declining oil production and may be the State's best opportunity to diversify, but will require investment. In addition, the State's far-flung communities, harsher environment and less mature roadway network amplify the effects of under investment.
- In its 2030 Transportation Plan, the Alaska Department of Transportation and Public Facilities (ADOT&PF) estimated its annual highway and bridge needs at approximately \$1.1 billion per year of which about \$530 million is unfunded on state-owned facilities alone (excluding local roads and street needs), with Federal and state funding covering about half of the needs.
- In Alaska, routine highway maintenance remains underfunded and the backlog in life-cycle needs is over three times the level of spending in annual highway maintenance activities at the state level. Adding the AMHS unfunded needs, and Alaska's transportation funding gap increases to \$720 million. These figures still do not include needs of transit, and locally funded roads, both in urban and rural areas of the State, or aviation. Furthermore, it does not include any transportation capacity needs to meet travel demand growth in the future.

- Alaska's transportation capital spending (from state and local revenue sources) as a percentage of the Gross State Product (GSP) for 2006 is the fourth lowest compared to other states. If Federal funding is included, the transportation spending as a percentage of GSP increases placing Alaska in the top 10 states, clearly indicating the State's reliance on Federal funding to meet its transportation needs.

## CURRENT FEDERAL FUNDING AT RISK

Alaska has historically received on average roughly 75 percent of its total transportation funding needs from Federal sources. This dependence is quite likely to put Alaska in a very vulnerable position when the Federal transportation funding is reauthorized next year for the following reasons:

- Federal Highway Trust Fund went broke this past year and Congress provided only one year of stop-gap funding. Longer-term fixes, however, may include lower levels of funding, which would increase state competition for Federal allocations.
- The current negotiations over reauthorization are further reducing the difference between donor states (which have increased in the previous reauthorization from 90 percent of their contribution to 92 percent) and donee states, of which Alaska is one of the highest.
- Reauthorization funding policies appear to place far more emphasis on tolling or other user fees and metropolitan transit/transportation networks, rather than highway funding or legislative earmarking. Some proposals would push greater responsibility to states or cities for financing their transportation improvements.
- Federal support for Alaska's transportation needs is being challenged by other states because of the perception that Alaska's financial capacity is substantially better off than other states. The lower 48 and the Federal government see the Alaska Permanent Fund currently has almost \$28 billion and Alaska is the only State that collects neither income taxes nor state sales taxes, and its 8 cents-per-gallon (cpg) gas tax is the lowest rate in the country.

## OPTIONS FOR CLOSING THE GAP

In order for Alaska to close some of the gap in underinvestment and improve its competitive position for the next reauthorization of Federal transportation legislation, we propose some options for increasing state revenues with a mix of six sources that include increases to user fees such as the fuel tax and vehicle registrations fees, new sales tax on vehicles and the wider use of local sales taxes, reinstatement of the Local Service Roads and Trails (LSR&T) fund, and establishment of an Alaska Transportation Fund (ATF) or comparable fund.

**Option One** would generate roughly \$151 million annually, or about 28 percent of the \$535 million annual gap. It has the following six components:

- Increase fuel taxes from 8 cents per gallon (cpg) to 18 cpg (national average) and index the rate to inflation, generating about \$38 million annually.
- Increase vehicle registration fees by 50 percent from \$100 to \$150 biannual fee, generating slightly less than \$23 million annually.
- Impose a vehicle sales tax of 0.5 percent, yielding about \$10 million annually
- Encourage local jurisdictions to impose a 0.5 percent sales tax, which if enacted throughout the State would earn about \$30 million annually
- Capitalize the Alaska Transportation Fund (ATF) with \$1 billion, which with a 8 percent return should earn about \$50 million annually.

**Option Two** would generate roughly \$291 million annually, or about 55 percent of the \$535 million annual gap. It has the following six components:

- Increase fuel taxes from 8 to 28 cpg and index the rate to inflation, generating about \$76 million annually.
- Double vehicle registration fees from \$100 to \$200 biannual fee, generating over \$45 million annually.
- Impose a vehicle sales tax of 1.5 percent, yielding over \$31 million annually
- Encourage local jurisdictions to impose a 1.5 percent sales tax, which would earn about \$89 million annually
- Capitalize the Alaska Transportation Fund (ATF) with \$1 billion, which with a 8 percent return should earn about \$50 million annually.

**Option Three** also would generate \$291 million annually (55 percent of the \$535 million annual gap), but it would reduce the two sales taxes and instead reinstates the Local Service Roads and Trails (LSR&T) fund:

- Same increase in fuel taxes (8 cpg to 28 cpg and index the rate to inflation), generating about \$76 million annually.
- Same doubling of vehicle registration fees from \$100 to \$200 biannual fee, generating over \$45 million annually.
- Impose a state vehicle sales tax of 1.25 percent and a 1.25 percent local sales tax, which would earn over \$26 million and \$74 million annually, respectively
- Capitalize the Alaska Transportation Fund (ATF) with \$1 billion, which with a 8 percent return should earn about \$50 million annually.
- Assume the State reinstates the LSR&T program at about \$20 million annually.



# LEGISLATIVE RESEARCH SERVICES

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State Capitol, Juneau, AK 99801

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## Research Brief

TO: Representative Peggy Wilson  
FROM: Susan Haymes, Legislative Analyst  
DATE: April 2, 2014  
RE: History of Dedicated Transportation Fund at Statehood  
*LRS Report 14.353*

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***You asked about the dedicated transportation fund that existed at statehood. Specifically, you wished to know if the fund was ever embodied in the Alaska Constitution and how and when the fund went away.***

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As you know, the Alaska Constitution (Article IX, § 7) prohibits the dedication of funds for specific purposes as follows:

The proceeds of any state tax or license shall not be dedicated to any special purpose, except as provided in Section 15 of this article when required by the federal government for state participation in federal program. This provision shall not prohibit the continuance of any dedication for special purposes existing upon the date of ratification of this section by the people of Alaska.

According to minutes from the constitutional convention, delegates wished to eliminate dedications to provide the legislature the greatest amount of flexibility in allocating tax revenues.<sup>1</sup> As a matter of compromise, convention delegates included a grandfather clause to allow all dedications in existence as of the ratification of the Constitution (April 24, 1956) to continue. The only other exception allows revenue to be dedicated when it is required by federal law to participate in a federal program.<sup>2</sup>

Prior to ratification of the Constitution, the state motor fuel tax was dedicated to the Highway Fund for road construction and maintenance. As such, it was grandfathered in at the time of statehood (§ 48-5-2 ACLA 1949). Thus, the Highway Fund was never written into the Constitution and, therefore, was never removed. With regard to dedicated funds, in 1959, Attorney General Gerald Williams advised Governor Hugh Wade as follows:

A dedication must be continued, if at all, in exactly the same form. Any attempted alteration short of repeal is nullity. A dedication encompasses (1) proceeds or part of the proceeds of a tax or license (2) set aside at a certain rate (3) for a particular purpose. The legislature has no power to raise or lower the dedication by increasing or decreasing the tax or license fee or the rate thereof which is set aside. Also there is no power to broaden or reduce the purposes for which an existing dedication is made, for to do so is to alter the dedication itself.<sup>3</sup>

The previously dedicated highway fund was destroyed in 1960, when lawmakers passed HB 229, which amended the motor fuel tax levy by changing it from a mandatory dedication of revenue for transportation purposes to a discretionary one (ch 20 SLA 1960). Additionally, the law was further altered by adding ferries as an option for which motor fuel tax revenue could be

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<sup>1</sup> Attorney General Opinion, No. 7, March 11, 1959.

<sup>2</sup> Section 7 was amended in 1976 to allow for the creation of the Alaska Permanent Fund (Article IX, Section 15).

<sup>3</sup> Attorney General Opinion, No. 7, March 11, 1959, p.5.

used.<sup>4</sup> In 1990, Assistant Attorney General James Baldwin reaffirmed that the amendments to AS 43.40.010(g) in 1960 destroyed the dedication of motor fuel tax receipts "in order to expand the purposes for which the fund could be used to include expenditures for the ferry system."<sup>5</sup> Mr. Baldwin notes that this analysis is consistent with previous advice and that the Department of Law has never wavered from its opinion that a change in the purpose of a dedication works to destroy it.

We hope this is helpful. If you have questions or need additional information, please let us know.

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<sup>4</sup> *Alaska House Journal*, February 26, 1960, pp. 307-308. The Alaska Marine Highway System was not established until shortly after statehood.

<sup>5</sup> Attorney General Opinion 663-90-0092, January 12, 1990. The document can be accessed at [http://law.alaska.gov/pdf/opinions/opinions\\_1990older/90-001\\_663900092.pdf](http://law.alaska.gov/pdf/opinions/opinions_1990older/90-001_663900092.pdf).

## **Supporters of Alaska Transportation Infrastructure Fund HJR 10**

**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**

**COALASKA, Inc.**

**Klewit**

**International Union of Operating Engineers Local #302**

**Alaska Federation of Natives**



February 25, 2013

Representative Peggy Wilson, Chair  
House Transportation Committee  
State Capitol, Room 406  
Juneau, AK 99801

Dear Representative Wilson:

The Aircraft Owners and Pilots Association (AOPA) is a membership organization consisting of over 400,000 pilots and aircraft owners. Over 4,400 of our members reside in Alaska. AOPA is committed to the health and viability of aviation and airports in Alaska, and across the nation. Thank you for taking up the issue of creating a state funded transportation program for Alaska.

AOPA supports the concept embodied in HJR 10, HB 122 and HB 123, to establish a transportation infrastructure endowment fund for Alaska. The endowment is to be dedicated to funding projects that maintain and improve our public infrastructure, including airports, roads and marine facilities. We can speak to the tremendous need for improvements within the airport system that benefit all the citizens of the state. Our aviation system is absolutely essential for the 82% of Alaskan communities that are not on the road system, many of which rely solely on aviation for year-around access. In addition, the road-system airports provide the ability for aircraft to connect with rural communities, creating literally a lifeline for the movement of goods, services and people within the state.

Thank you again for undertaking this legislation. I look forward to working with you and your committee on this initiative to address the needs of the state's transportation system.

Sincerely,

A handwritten signature in black ink that reads "Tom George".

Tom George  
Alaska Regional Manager

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TOM GEORGE  
ALASKA REGIONAL MANAGER  
PERSONAL ADDRESS: P.O. Box 83750 FAIRBANKS, AK 99708  
301-695-2092 E-MAIL: tom.george@aopa.org



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February 26, 2013

Honorable Representative Peggy Wilson  
Alaska State Capitol Building  
Juneau, Alaska 99801

Dear Representative Wilson,

On behalf of the Alaska Municipal League, I would like to offer our support for HJR10 and HB 123.

The Alaska Municipal League has been concerned about how state and local governments fund the needs related to our transportation infrastructure over the coming years. The funding for roads that are not on the National Highway System (most of Alaska's roads) has seen funding drop by 50%. More and more of the federal dollars seem to be going to mass transit in heavily populated areas of our nation. This certainly seems to be an on-going trend. We must be ready to maintain what we have and to construct necessary infrastructure, as needed.

We feel it is important for the State of Alaska to find ways to fund our infrastructure in ways that do not always include the federal government.

We thank you for your persistence in submitting this bill and we support your efforts toward these goals. This bill truly is one that plans for our future.

Sincerely,

*Kathie Wasserman*

Kathie Wasserman  
Executive Director



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**ALASKA MUNICIPAL LEAGUE  
STATEWIDE PRIORITIES  
FY2013**

• **ENERGY**

We believe the Legislature must aggressively facilitate energy efficiency and affordable energy for all Alaskans through:

1. The support of oil and gas, as it remains the primary source of energy for most of Alaska;
2. Support for research on and development of alternative and renewable energy sources, including, but not limited to, wind and hydro;
3. The encouragement of connectivity between communities, as well as incentives for energy project funding and energy efficiency for all consumers;
4. An actual time certain process that selects and prioritizes projects;
5. Full funding of the PCE (Power Cost Equalization) Endowment fund through joint congressional and state appropriations.

• **PERS**

The League supports a sustainable salary base to pay off the PERS unfunded obligations. AS 39.35.625, and any other similar statutes or regulations that require termination studies should be repealed. Simply following AS 39.35.255(a)(2) will provide a more efficient, cost effective and equitable method of ensuring that the required PERS salary base is maintained.

• **REVENUE SHARING**

The League supports a continuation of the current Revenue Sharing Program currently in place (AS 29.60.850-879).

• **UNFUNDED MANDATES**

The League opposes state unfunded mandates in any form. This includes "optional" exemptions handed down to local governments that will diminish the local tax base.

• **TRANSPORTATION**

The League supports:

1. The dedication of funds for the Alaska Transportation Infrastructure Fund, along with a local government seat at the table during allocation considerations of that fund.
2. A matching grant component for acquiring federal funds and to help local governments to develop otherwise financially difficult projects;
3. The completion of the Alaska State Rail Plan.

• **COASTAL ZONE MANAGEMENT**

The League supports maximum control and involvement in the development of the reinstatement, implementation and expedited appeals process of coastal planning policies.



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## ALASKA MUNICIPAL LEAGUE

### FEDERAL PRIORITIES

FY2013

- **PAYMENT IN LIEU OF TAXES (PILT)**  
The League supports full funding of the PILT program, to the authorized levels of P.L. 103-379 (over \$300 million, nationwide).
- **SECURE RURAL SCHOOLS AND COMMUNITY SELF-DETERMINATION ACT (SRS/TIMBER RECEIPTS)**  
The League supports the reauthorization and enhancement of the Secure Rural Schools Program (P.L. 112-141). Reauthorization should maintain coupling between payments to boroughs and active natural resource management; and the connection between sustainable natural resource management and the stability and well-being of forest municipalities.
- **CLEAN WATER ACT**  
While supporting clean water act provisions that protect wetland habitats and rivers and streams of Alaska, the League opposes federal efforts to change the definition of the Clean Water Act from "navigable" waters to "waters of the United States," and also opposes federal efforts to further expand the authority and responsibilities of the federal agencies in regard to these waters.
- **ARCTIC ISSUES**  
The League asks Congress to be aware of the importance of the arctic region as it relates to national security, environmental concerns relating to the use of the seas, and to economic development for Alaska's coastal communities.
- **LAND USE DESIGNATIONS**  
The League opposes decisions on land use designations that are not completely reviewed through the proper Congressional system, with appropriate state and local input. The League urges Congress to immediately convey all remaining state and Native selected land.
- **ENERGY EFFICIENCY GRANTS**  
The League supports full funding of the Energy Efficiency and Conservation Block Grant (EECBG) Program to state and local governments.



# International Union of Operating Engineers

LOCAL 302 • Washington and Alaska • AFL-CIO

Daren Konopaski, *Business Manager and General Vice President*

Corey Baxter, *District 8 Representative*

February 25, 2013

The Honorable Peggy Wilson  
Alaska State House  
State Capitol, Room 406  
Juneau, AK 99801

Dear Representative Wilson:

The International Union of Operating Engineers Local 302 would like to extend our support for the Alaska Transportation Infrastructure Fund.

We have over 4,000 members in Alaska that help build roads, airports, and harbor facilities. This bill would help to fund new projects in the event of the potential loss of federal funding in the near future. It will create jobs for Alaskans and it will keep our economy strong for many years to come.

Alaska needs a dependable revenue stream to fund the infrastructure that is necessary to develop access to the resources and energy projects that are critical for the future of Alaska.

Thank you for all of your continuing efforts to ensure that Alaska has a productive and self-sustaining future.

Sincerely,

Corey Baxter  
District 8 Representative  
International Union of Operating Engineers Local 302  
9309 Glacier Hwy. Suite A-105  
Juneau, AK 99801  
(907)586-3850  
(907)463-5464 (facsimile)

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Kyle Brees, *Financial Secretary* • Sean Jeffries, *President* • Robert Peterson, *Vice President*

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April 2, 2013

The Honorable Peggy Wilson  
Chairman, House Transportation Committee  
State Capitol Room 408  
Juneau, AK 99801

Re: HB 123 and HJR 10

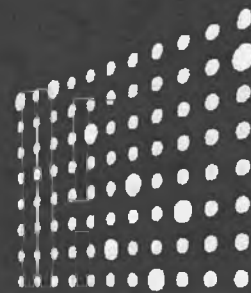
Dear Representative Wilson,

The Alaska State Chamber of Commerce (Alaska Chamber) is an organization dedicated to improving the business climate in Alaska. The Alaska Chamber represents hundreds of statewide businesses from Ketchikan to Barrow that share a common goal: to make Alaska a viable and competitive place to do business. The Alaska Chamber supports House Bill 123 which defines an Alaska Transportation Fund and House Joint Resolution 10 which allows Alaskans to vote to re-instate a dedicated fund for transportation infrastructure.

The Alaska Chamber has, for the past several years, supported creation of a funding mechanism for maintenance of and capital improvements to Alaska's transportation systems. Alaska's transportation infrastructure is pivotal to the state's economy and facilitates access to markets, supplies and resources. Improving and investing in its transportation system will enhance the global competitiveness of Alaska businesses and economic opportunities for its people.

Currently Alaska's multi-modal transportation infrastructure is not only dilapidated, but lacks a consistent funding mechanism to address the billions of dollars of multi-modal needs. Alaska needs new transportation infrastructure development to provide access to resources, reduce barriers for many communities to participate in the economy, allow for safe and efficient transportation all Alaskans.

The State's highway and airport infrastructure is largely funded by Federal dollars, which are under severe threat of significant reductions in today's economy. Additionally, there are no consistent federal programs for harbors and ports.



ALASKA STATE  
CHAMBER  
OF COMMERCE

*The Voice of  
Alaska Business*

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The State needs to be proactive and address today's needs while planning for a major future fiscal shortfall. Thank you for your continued leadership on this issue.

Sincerely,

A handwritten signature in black ink, appearing to read "Rachael A. Petro". The signature is fluid and cursive, with the first name being the most prominent.

Rachael A. Petro



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March 5, 2013

Representative Peggy Wilson  
State Capitol Room 406  
Juneau, AK 99801

**REFERENCE: Establishment of a State Transportation Fund**

Dear Representative Wilson:

I would like to register strong support for the establishment of a State Transportation Fund.

The safety of Alaskan highways has long been a concern; the condition of pavement and road structures, including bridges, has deteriorated significantly over time, and they are always subject to harsh environmental conditions. The low density of the population and the long distances between population centers in Alaska means there are proportionally many more miles of roadway to maintain, and a State Transportation Fund is necessary to supplement Federal Funding to ensure that current roads can be maintained and new roads developed to appropriate standards.

The establishment of a dedicated State Transportation Fund could also underpin alternate project funding methods that could leverage the fund value by providing the necessary credit rating to underwrite any form of Public Private Partnership, through which private investments could be used for further development of Alaskan transportation infrastructure. The fund could also benefit as the single repository of fuel taxes and tolls, and would be self-sustaining if properly established at the outset.

While Federal Funding and bonds presently make up a significant portion of Alaskan transportation spending, these sources are subject to severe reductions in the future, due to either reduced Federal spending or potentially unfavorable interest rates. The establishment of a State Transportation Fund will provide stability and predictability to the development of the State, and is entirely compatible with National and International approaches to paying for transportation infrastructure.

Sincerely,

COLASKA, INC.

Ben Northey, CPC  
President



March 4, 2013

Representative Peggy Wilson  
State Capitol Room 406  
Juneau, AK 99801

Via E-mail: [rep.peggy.wilson@akleg.gov](mailto:rep.peggy.wilson@akleg.gov)

RE: Support of HJR10 & HB123

Dear Representative Wilson,

Most of the current spending on Alaska's transportation program comes from federal sources. Alaska receives significantly more from the Federal Highway Trust Fund than it contributes and the Alaska motor fuel tax of \$.08 per gallon is the lowest in the nation with the average state tax over 0.20.

The outlook for the federal program causes us concern. Many people believe that Alaska's share of the federal "highway trust fund pie" will decrease in the future. Like many, we believe we have got to, as a state, step up and start paying more of the share. There are many strings, rules and regulations attached to a federal dollar that decrease its purchasing power - we can get more accomplished faster with state dollars.

There is strong agreement that the economic benefits derived from the investment in Alaska's transportation infrastructure far exceed the cost of the investment. Considering the vastness of the state, the current transportation infrastructure of Alaska is inadequate and requires continued planning, upgrades, and expenditures to assure the citizens of Alaska are provided with essential services. To realize its potential, Alaska needs a state funded transportation program that is adequately and predictably funded, provides continuity between succeeding administrations, and considers all modes of transportation.

I urge the legislature to pass HJR10 & HB123 to establish a Transportation Infrastructure Fund.

Sincerely,

A handwritten signature in black ink, appearing to read 'Pat Harrison', written in a cursive style.

Pat Harrison  
Pacific Northwest Area Manager

# ALASKA AFL-CIO

3333 Denali Street, Suite 125 • Anchorage, Alaska 99503 • 907-258-6284 • Fax 777-7276

VINCE BELTRAMI  
Executive President



BRUCE LUDWIG  
Secretary / Treasurer

March 26, 2013

Honorable Peggy Wilson  
State Capitol Room 406  
Juneau, AK 99801

Dear Representative Wilson,

We support the passage of House Bills 122, 123 and House Joint Resolution 10 that create the Alaska Transportation Infrastructure Fund Program. This Funding Program is needed to continue supporting transportation projects with decreasing Federal Funding looming ahead of us. Government has a duty to provide transportation and transportation infrastructure to the public to support our economy and the needs of our population. The State of Alaska must have the ability to fund much needed maintenance on roads, highways, harbors, and airports along with the possibility of building new infrastructure.

The Alaska AFL-CIO believes this is a responsible approach to add funding to our transportation needs and to create jobs for Alaskans. There is strong agreement that the economic benefits derived from investment in Alaska's transportation infrastructure far exceed the cost of the investment. Alaska needs a state funded transportation program that is adequately and predictably funded, provides continuity between succeeding administrations, and considers all modes of transportation.

Sincerely,

Vince Beltrami  
President  
Alaska AFL-CIO

**Rebecca Rooney**

---

**From:** Jeff Robinson <JRobinson@klebsheating.com>  
**Sent:** Wednesday, March 20, 2013 3:23 PM  
**To:** Rep. Peggy Wilson  
**Subject:** HB 123

Hello Representative Wilson,

Being in the construction industry and working at a company that employs 65 workers, I'm writing to say I support HB 123.

Thank you,

**Jeff Robinson**

*Service & Installation*

*Division Manager*

(907) 365-2514 direct

**KLEBS** Heating  
Plumbing  
Air Quality

Performance ★ Training ★ Innovation

1107 E. 72<sup>nd</sup> Avenue, Anchorage, Alaska 99518  
[www.klebsheating.com](http://www.klebsheating.com)

## Rebecca Rooney

---

**From:** Sam Robert Brice <SamRobert@briceinc.com>  
**Sent:** Wednesday, March 06, 2013 9:17 AM  
**To:** Rep. Peggy Wilson  
**Subject:** Support for HJR 10 & HB 123  
**Attachments:** Our Responsibility.pdf

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

My name is Sam Robert Brice and I have lived in Fairbanks my entire life, working in the construction industry statewide since 1978. I am the President of our construction and service related firms, Brice Companies, that have been doing construction related work in Alaska since 1962. I am a past president of the Alaska Associated General Contractors and have been a vocal supporter of a dedicated fund for state funding of our transportation requirements. I wrote an article for the "Alaskan Contractor" magazine a couple of years back regarding why we need to support a state funded transportation program. I'm attaching that article to this email as I believe it to still be very relevant today.

Please don't hesitate to contact me if I can provide any further information or assistance with this issue. Thank you for all your hard work and dedication in Juneau to improve our State!

Sam Robert Brice

Brice Companies

Fairbanks, AK

(907) 452-2512

[samrobert@briceinc.com](mailto:samrobert@briceinc.com)



***THE INFORMATION CONTAINED IN THIS COMMUNICATION MAY BE CONFIDENTIAL, IS INTENDED ONLY FOR THE USE OF RECIPIENT(S) NAMED ABOVE, AND MAY BE LEGALLY PRIVILEGED. IF THE READER OF THIS MESSAGE IS NOT THE INTENDED RECIPIENT, YOU ARE HEREBY NOTIFIED THAT ANY DISSEMINATION, DISTRIBUTION, OR COPYING OF THIS COMMUNICATION, OR ANY OF ITS CONTENTS, IS STRICTLY PROHIBITED.***

# Our responsibility

BY SAM ROBERT BRICE

Investment in construction projects is a major driver of the Alaska economy. According to the 2008 Construction Spending Forecast compiled by the Institute of Social and Economic Research at the University of Alaska Anchorage, "Construction is the third largest industry in the state, pays the state's second highest wages, employs nearly 22,000 workers with a payroll over \$1 billion, accounts for 20 percent of Alaska's economy and currently contributes more than \$7 billion to the state's economy." These investments boost the economy while the construction is going on and provide economic benefits for years after.

But the majority of our highway, airport, harbor and rural infrastructure projects in Alaska rely solely on year-to-year budgets of federal funding programs and / or earmarks. We all know the black eye Alaska has received over the past few years for "the bridge to nowhere" and other infamous earmarks that led Congress to earmark reform. Alaska has one of the lowest state gas taxes in the nation and in the recent past has received more than \$6 for every \$1 paid into the highway trust fund from federal gas tax. We are one of a handful of states that does not have our own state funded transportation program. Combine this with our permanent fund savings account and the fact that residents are paid to live here, you can start to feel the ill-will headed our direction, spelling out reduced federal transportation funding for our state. We have a backlog of nearly \$400 million worth of infrastructure projects that have been designed and are sitting on the "shelf" awaiting funding.

Additionally, there are more than \$1 billion worth of projects along the Alaska, Richardson and Dalton Highway corridors alone in order to be prepared for the gas pipeline construction traffic loads. A recent article in the Anchorage Daily News titled "Infrastructure delays threaten pipeline, coordinator says...one thing that could kill the project is under the state's control - needed infrastructure upgrades, said Drue Pearce, who heads the Office of the Federal Coordinator for Alaska Natural Gas Transportation Projects."

It is precisely because of these facts that the top legislative priority for the AGC of Alaska is a State-Funded Transportation Program. Gov. Sarah Palin proposed a \$1 billion appropriation for a sustained transportation funding program that did not move forward last year, but she is still strongly in support of a State Transportation Program as per the Fall 2008 article in this magazine in which she wrote:

"My administration's proposal for a sustained transportation fund is the right idea at the right time. It would add a new, certain source of funding for needs we know will continue long into the future."

This fall, voters showed their support for Alaska transportation projects by overwhelmingly passing the \$315 million statewide general obligation bond issue. This is a step in the right direction.

Outside of Alaska, people don't understand the commitment the federal government made 50 years ago when Alaska was granted statehood. Alaska came into the Union without a transportation infrastructure system, but with great promise of natural resources and a strategic location. It was understood at that time the magnitude of investment that would be required to connect our great state. What better way for Alaska to show how important these continuing needs are than by paying a defined yearly portion of our way forward.

If indeed our infrastructure needs might be "the straw that breaks the camel's back" for the proposed gas pipeline, wouldn't a dedicated state-funded transportation program that could spur additional matching funds be worth the cost? The Obama administration's planned infrastructure investment

package could be part of this opportunity and is an example of why time is of the essence for a state funding initiative.

Alaska is at a critical juncture in its history. We have the opportunity in front of us to by-pass the economic hardship much of our nation is feeling today and possibly help to lead our nation's recovery with the continued environmentally sound development of our vast resources. Our state slogan "North to the Future" has never been more appropriate than it is today after 50 years of statehood. It is up to us to ensure it remains so. A state funded transportation plan is a small initiative in the right direction for our future.



**CALISTA CORPORATION**

www.calistacorp.com

March 5, 2013

Representative Peggy Wilson  
State Capital Room 406  
Juneau, Alaska 99801

Re: State Transportation Program - House Bill 123

Dear Representative Wilson,

Calista Corporation is writing to support the Alaska Transportation Infrastructure Fund Program - House Bill 123. There have been public hearings on it across the state the last two years; it was vetted in subcommittees; and overall it has been widely supported. We view this as a positive step and solution towards addressing basic core transportation infrastructure needs throughout all regions of Alaska.

The bill re-establishes the multimodal Transportation Infrastructure program and authority put into our constitution by the state founding members. They recognized development of Alaska would be dependent on a transportation network, and the essential role transportation plays for a healthy economy and any business development. Those basic core needs still exist in Alaska, they have yet to have been fulfilled in providing access to markets, supplies and resources which businesses must have to be competitive and provide economic opportunities for people. Our own Calista region is perhaps a model of how a lack of a basic transportation and energy infrastructure network 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, highest levels of suicide, fewest resource businesses, and sadly a district with lowest per capita incomes in the country. One of our highest priorities is regional infrastructure – it is necessary for community sustainability and any business development or survival.

Alaska once had strong road and airport programs without the federal funding which we rely on today. Currently, there is an \$8 billion backlog of important transportation reconstruction projects that were paid for with mostly federal funds. This does not include roads, ports, or airports yet to be built to access whole regions. The state transportation department has become highly dependent on federal funds for transportation infrastructure planning, permitting, building, and even maintenance. This is unacceptable to many of the funding agencies and other states' which continually point to Alaska as: 1. sitting on huge unspent savings, 2. having the lowest fuel tax nationally and contributing little to nothing to our National Transportation trust which Alaska takes funds from, and 3. having no state tax to support its own infrastructure. Furthermore, Alaska has NO state funded program of any kind to count on for basic its ongoing infrastructure construction and maintenance. These issues put Alaska into the untenable situation of being one of the only states' lacking a state funded transportation program. However, it continues to rely on federal transportation trust fund dollars paid into and supported by all the other states' which each have some form of their own funding program. Being in non-compliance with federal grant assurances that are signed onto and required to maintain that

March 5, 2013  
Page Two

infrastructure places Alaska at great risk. It can result in receiving less regular program funding and discretionary money from shrinking federal programs which Alaska relies on. The State has been notified of these facts, as have most organizations, groups, and citizens going to Washington D.C. to request funding.

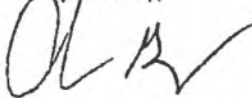
Aside from the obvious needs already mentioned, other positive economic benefits of an Alaska Transportation Infrastructure fund program in our state include:

- Transportation Infrastructure Investment which provides stable, predictable, good paying 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 which results in fewer expenses and losses associated with safety, accidents, and vehicle wear to businesses.
- Boosts to both business and leisure travel.
- Lower prices for commodities, shipping, and travel.
- Reduced losses associated with time, travel, congestion, and lack of ready access for businesses.
- State funded projects that can be built appropriate to Alaska which are significantly cheaper, faster, and with fewer Federally mandated high population density design requirements

House Bill 123 may not solve each and every transportation issue in Alaska; however, it is a forward step required to establish a basic program and begin solving our complex transportation infrastructure needs in a fair, consistent, and thoughtful manner that is standard in every other state in the United States.

Callsta supports re-establishment of a state transportation infrastructure program which can be consistently counted on in all regions and communities of Alaska. Thank you for the opportunity to comment on this important piece of legislation.

Respectfully,



Andrew Guy  
President and Chief Executive Officer

cc: *Commissioner Pat Kemp*  
*Governor Sean Parnell*



4000 Old Seward Hwy., Suite 101  
Anchorage, Alaska 99503  
Tel : (907) 273-1000  
Fax: (907) 273-1099  
www.colaska.com

March 5, 2013

Representative Peggy Wilson  
State Capitol Room 406  
Juneau, AK 99801

**REFERENCE: Establishment of a State Transportation Fund**

Dear Representative Wilson:

I would like to register strong support for the establishment of a State Transportation Fund.

The safety of Alaskan highways has long been a concern; the condition of pavement and road structures, including bridges, has deteriorated significantly over time, and they are always subject to harsh environmental conditions. The low density of the population and the long distances between population centers in Alaska means there are proportionally many more miles of roadway to maintain, and a State Transportation Fund is necessary to supplement Federal Funding to ensure that current roads can be maintained and new roads developed to appropriate standards.

The establishment of a dedicated State Transportation Fund could also underpin alternate project funding methods that could leverage the fund value by providing the necessary credit rating to underwrite any form of Public Private Partnership, through which private investments could be used for further development of Alaskan transportation infrastructure. The fund could also benefit as the single repository of fuel taxes and tolls, and would be self-sustaining if properly established at the outset.

While Federal Funding and bonds presently make up a significant portion of Alaskan transportation spending, these sources are subject to severe reductions in the future, due to either reduced Federal spending or potentially unfavorable interest rates. The establishment of a State Transportation Fund will provide stability and predictability to the development of the State, and is entirely compatible with National and International approaches to paying for transportation infrastructure.

Sincerely,

COLASKA, INC.

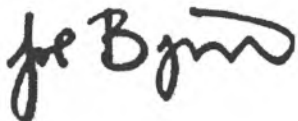
Rob Dun  
Business Development Manager

## Doniece Gott

---

**From:** Sen. Pete Kelly  
**Sent:** Sunday, April 13, 2014 1:00 PM  
**To:** Senate Finance Committee  
**Subject:** FW: Please Pass HJR 10!

Public testimony



Joe Byrnes

Staff for Senator Pete Kelly

907-456-3709



**From:** [susan.hrh@gmail.com](mailto:susan.hrh@gmail.com) [mailto:[susan.hrh@gmail.com](mailto:susan.hrh@gmail.com)]

**Sent:** Sunday, April 13, 2014 08:43

**To:** [prosperity@prosperityalaska.org](mailto:prosperity@prosperityalaska.org); Sen. Anna Fairclough; Sen. Pete Kelly; Sen. Mike Dunleavy; Sen. Click Bishop; Sen. Lyman Hoffman; Sen. Donny Olson

**Subject:** cc: Please Pass HJR 10!

Sent via email to: Senator McGuire

Please support passage of HJR 10 this session. If passed, HJR 10 allows Alaskans to consider reinstating a dedicated transportation project fund in the Alaska Constitution.

Alaska's transportation infrastructure is pivotal to the state's economy and facilitates access to markets, supplies and resources. In addition to maintaining the limited infrastructure Alaska has we need new transportation infrastructure. Transportation infrastructure can fuel economic growth as well as allow for safe and efficient transportation around Alaska.

Like other capital spending in Alaska, funding for roads, ports and airport projects tends to be boom or bust. When oil prices and state revenues are high, the construction market is flooded with transportation projects. When revenues are low, that funding all but dries up. Funding for Alaska's infrastructure deserves a dedicated fund, which can enable strategic planning which can bolster a healthy Alaska economy.

Alaskans deserve the opportunity to consider reinstating a dedicated transportation fund in our constitution. It would be entirely up to Alaskan voters. Please support passage of HJR 10 before adjourning this session.

Sincerely,

Susan Harrington

Susan Harrington

316 Deerfield Dr.

Anchorage AK 99515

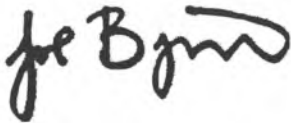
Email: [susan.hrh@gmail.com](mailto:susan.hrh@gmail.com)

## Doniece Gott

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**From:** Sen. Pete Kelly  
**Sent:** Friday, April 11, 2014 4:36 PM  
**To:** Senate Finance Committee  
**Subject:** FW: Please Pass HJR 10!

Public testimony



Joe Byrnes

Staff for Senator Pete Kelly

907-456-3709



**From:** [lonw@thewilsonagency.com](mailto:lonw@thewilsonagency.com) [<mailto:lonw@thewilsonagency.com>]

**Sent:** Friday, April 11, 2014 16:16

**To:** [prosperity@prosperityalaska.org](mailto:prosperity@prosperityalaska.org); Sen. Anna Fairclough; Sen. Pete Kelly; Sen. Mike Dunleavy; Sen. Click Bishop; Sen. Lyman Hoffman; Sen. Donny Olson

**Subject:** cc: Please Pass HJR 10!

Sent via email to: Senator French

Please support passage of HJR 10 this session. If passed, HJR 10 allows Alaskans to consider reinstating a dedicated transportation project fund in the Alaska Constitution.

Alaska's transportation infrastructure is pivotal to the state's economy and facilitates access to markets, supplies and resources. In addition to maintaining the limited infrastructure Alaska has we need new transportation infrastructure. Transportation infrastructure can fuel economic growth as well as allow for safe and efficient transportation around Alaska.

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Alaskans deserve the opportunity to consider reinstating a dedicated transportation fund in our constitution. It would be entirely up to Alaskan voters. Please support passage of HJR 10 before adjourning this session.

Sincerely,

Mr. Lon Wilson  
President & CEO  
The Wilson Agency, LLC  
4240 Tahoe Dr

Anchorage AK 99502

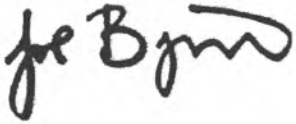
Email: [lonw@thewilsonagency.com](mailto:lonw@thewilsonagency.com)

## Doniece Gott

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**From:** Sen. Pete Kelly  
**Sent:** Friday, April 11, 2014 4:36 PM  
**To:** Senate Finance Committee  
**Subject:** FW: Please Pass HJR 10!

Public testimony



Joe Byrnes

Staff for Senator Pete Kelly

907-456-3709



**From:** [anrpetro@gci.net](mailto:anrpetro@gci.net) [mailto:[anrpetro@gci.net](mailto:anrpetro@gci.net)]

**Sent:** Friday, April 11, 2014 14:02

**To:** [prosperity@prosperityalaska.org](mailto:prosperity@prosperityalaska.org); Sen. Anna Fairclough; Sen. Pete Kelly; Sen. Mike Dunleavy; Sen. Click Bishop; Sen. Lyman Hoffman; Sen. Donny Olson

**Subject:** cc: Please Pass HJR 10!

Sent via email to: Senator Giessel

Please support passage of HJR 10 this session. If passed, HJR 10 allows Alaskans to consider reinstating a dedicated transportation project fund in the Alaska Constitution.

Alaska's transportation infrastructure is pivotal to the state's economy and facilitates access to markets, supplies and resources. In addition to maintaining the limited infrastructure Alaska has we need new transportation infrastructure. Transportation infrastructure can fuel economic growth as well as allow for safe and efficient transportation around Alaska.

Like other capital spending in Alaska, funding for roads, ports and airport projects tends to be boom or bust. When oil prices and state revenues are high, the construction market is flooded with transportation projects. When revenues are low, that funding all but dries up. Funding for Alaska's infrastructure deserves a dedicated fund, which can enable strategic planning which can bolster a healthy Alaska economy.

Alaskans deserve the opportunity to consider reinstating a dedicated transportation fund in our constitution. It would be entirely up to Alaskan voters. Please support passage of HJR 10 before adjourning this session.

Sincerely,

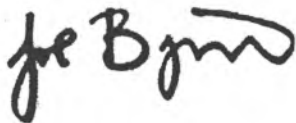
Mrs. Rachael Petro  
5123 Cape Seville Drive  
Anchorage AK 99516  
Email: [anrpetro@gci.net](mailto:anrpetro@gci.net)

## Doniece Gott

---

**From:** Sen. Pete Kelly  
**Sent:** Friday, April 11, 2014 4:36 PM  
**To:** Senate Finance Committee  
**Subject:** FW: Please Pass HJR 10!

Public testimony



Joe Byrnes

Staff for Senator Pete Kelly

907-456-3709



**From:** lanceinak@gmail.com [mailto:lanceinak@gmail.com]

**Sent:** Friday, April 11, 2014 10:59

**To:** prosperity@prosperityalaska.org; Sen. Anna Fairclough; Sen. Pete Kelly; Sen. Mike Dunleavy; Sen. Click Bishop; Sen. Lyman Hoffman; Sen. Donny Olson

**Subject:** cc: Please Pass HJR 10!

Sent via email to: Senator Egan

Please support passage of HJR 10 this session. If passed, HJR 10 allows Alaskans to consider reinstating a dedicated transportation project fund in the Alaska Constitution.

Alaska's transportation infrastructure is pivotal to the state's economy and facilitates access to markets, supplies and resources. In addition to maintaining the limited infrastructure Alaska has we need new transportation infrastructure. Transportation infrastructure can fuel economic growth as well as allow for safe and efficient transportation around Alaska.

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Alaskans deserve the opportunity to consider reinstating a dedicated transportation fund in our constitution. It would be entirely up to Alaskan voters. Please support passage of HJR 10 before adjourning this session.

Sincerely,


Lance Stevens  
4444 Julep St  
Juneau AK 99801  
Email: [lanceinak@gmail.com](mailto:lanceinak@gmail.com)

**Doniece Gott**

---

**From:** Sen. Pete Kelly  
**Sent:** Friday, April 11, 2014 10:30 AM  
**To:** Senate Finance Committee  
**Subject:** FW: Please Pass HJR 10!

Public testimony



Joe Byrnes

Staff for Senator Pete Kelly  
907-456-3709



**From:** [frcy@yahoo.com](mailto:frcy@yahoo.com) [<mailto:frcy@yahoo.com>]

**Sent:** Thursday, April 10, 2014 18:05

**To:** [prosperity@prosperityalaska.org](mailto:prosperity@prosperityalaska.org); Sen. Anna Fairclough; Sen. Pete Kelly; Sen. Mike Dunleavy; Sen. Click Bishop; Sen. Lyman Hoffman; Sen. Donny Olson

**Subject:** cc: Please Pass HJR 10!

Sent via email to: Senator French

Please support passage of HJR 10 this session. If passed, HJR 10 allows Alaskans to consider reinstating a dedicated transportation project fund in the Alaska Constitution.

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Alaskans deserve the opportunity to consider reinstating a dedicated transportation fund in our constitution. It would be entirely up to Alaskan voters. Please support passage of HJR 10 before adjourning this session.

Sincerely,

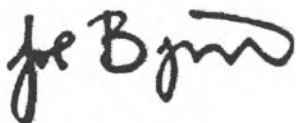
Francy Bennett  
3619 Aldren Circle  
Anchorage AK 99517  
Email: [frcy@yahoo.com](mailto:frcy@yahoo.com)

**Doniece Gott**

---

**From:** Sen. Pete Kelly  
**Sent:** Friday, April 11, 2014 10:30 AM  
**To:** Senate Finance Committee  
**Subject:** FW: Please Pass HJR 10!

Public testimony



Joe Byrnes

Staff for Senator Pete Kelly  
907-456-3709



**From:** [LHL@mtaonline.net](mailto:LHL@mtaonline.net) [mailto:[LHL@mtaonline.net](mailto:LHL@mtaonline.net)]

**Sent:** Friday, April 11, 2014 10:22

**To:** [prosperity@prosperityalaska.org](mailto:prosperity@prosperityalaska.org); Sen. Anna Fairclough; Sen. Pete Kelly; Sen. Mike Dunleavy; Sen. Click Bishop; Sen. Lyman Hoffman; Sen. Donny Olson

**Subject:** cc: Please Pass HJR 10!

Sent via email to: Senator Huggins

Please support passage of HJR 10 this session. If passed, HJR 10 allows Alaskans to consider reinstating a dedicated transportation project fund in the Alaska Constitution.

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Alaskans deserve the opportunity to consider reinstating a dedicated transportation fund in our constitution. It would be entirely up to Alaskan voters. Please support passage of HJR 10 before adjourning this session.

Sincerely,

Ms. Paula Nance  
Owner  
Long Hair Lantern LLC  
189 E. Nelson Ave 235  
1326 Holobinko Road

Wasilla AK 99654

Email: [LHL@mtaonline.net](mailto:LHL@mtaonline.net)

**Doniece Gott**

---

**From:** Sen. Pete Kelly  
**Sent:** Friday, April 11, 2014 10:30 AM  
**To:** Senate Finance Committee  
**Subject:** FW: Please Pass HJR 10!

Public testimony



Joe Byrnes

Staff for Senator Pete Kelly

907-456-3709



**From:** [crystal@promotematsu.com](mailto:crystal@promotematsu.com) [mailto:[crystal@promotematsu.com](mailto:crystal@promotematsu.com)]

**Sent:** Friday, April 11, 2014 09:30

**To:** [prosperity@prosperityalaska.org](mailto:prosperity@prosperityalaska.org); Sen. Anna Fairclough; Sen. Pete Kelly; Sen. Mike Dunleavy; Sen. Click Bishop; Sen. Lyman Hoffman; Sen. Donny Olson

**Subject:** cc: Please Pass HJR 10!

Sent via email to: Senator Huggins

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Alaskans deserve the opportunity to consider reinstating a dedicated transportation fund in our constitution. It would be entirely up to Alaskan voters. Please support passage of HJR 10 before adjourning this session.

Sincerely,

Crystal Nygard  
CEO  
Matsu Business Alliance  
3161 Palmer Wasilla Highway

99687 AK 99687

Email: [crystal@promotematsu.com](mailto:crystal@promotematsu.com)