

ALASKA LEGISLATURE

2651

HOUSE and SENATE FINANCE COMMITTEE FILES, 2003-2004

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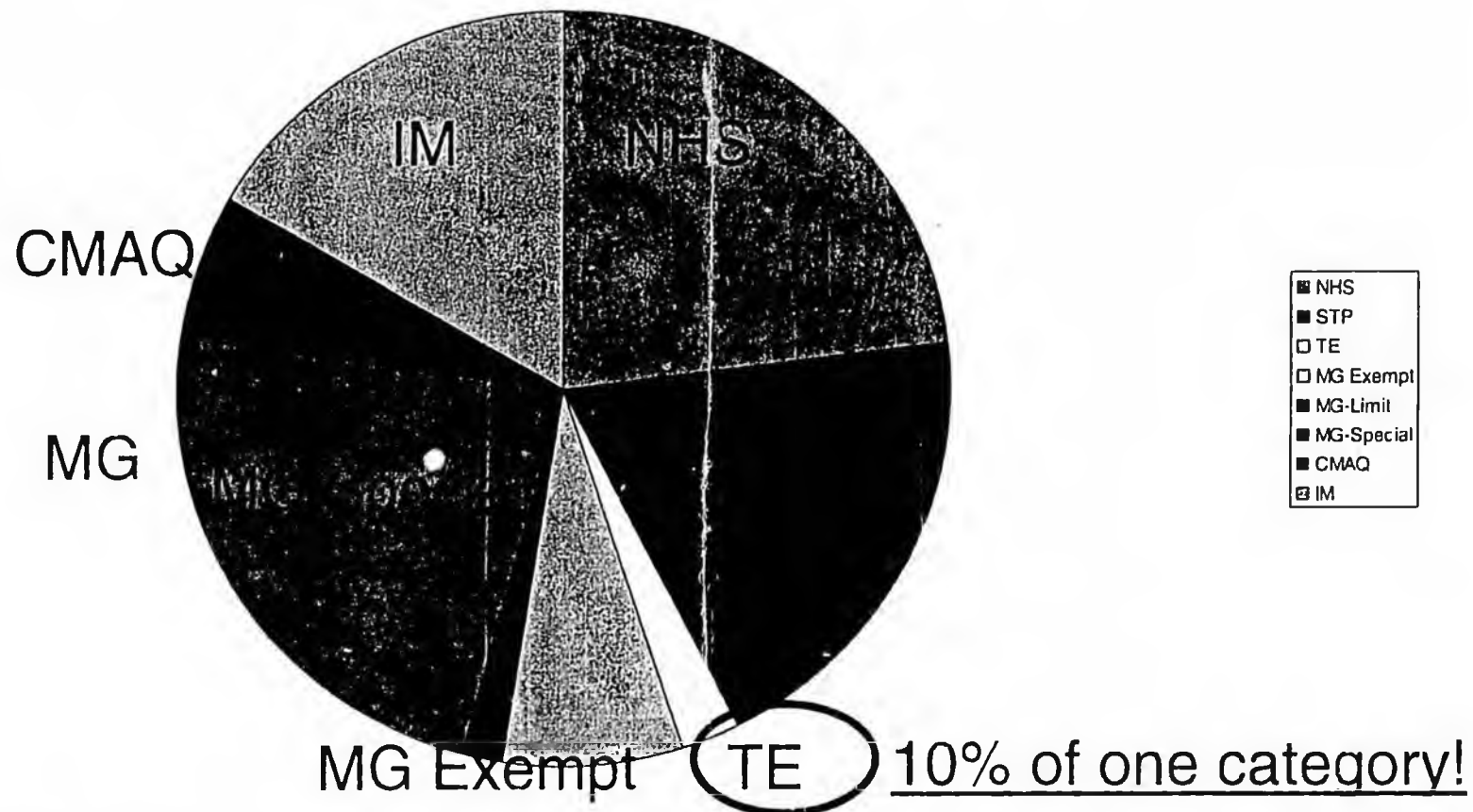
Background on TRAAK

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

Transportation enhancements

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

Federal apportionments FFY '02



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

Public Interest in TRAAK

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

TRAAK can address access and safety problems



Narrow lanes and shoulders limit safe parking options.

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



TE Required vs. Actual TRAAK

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

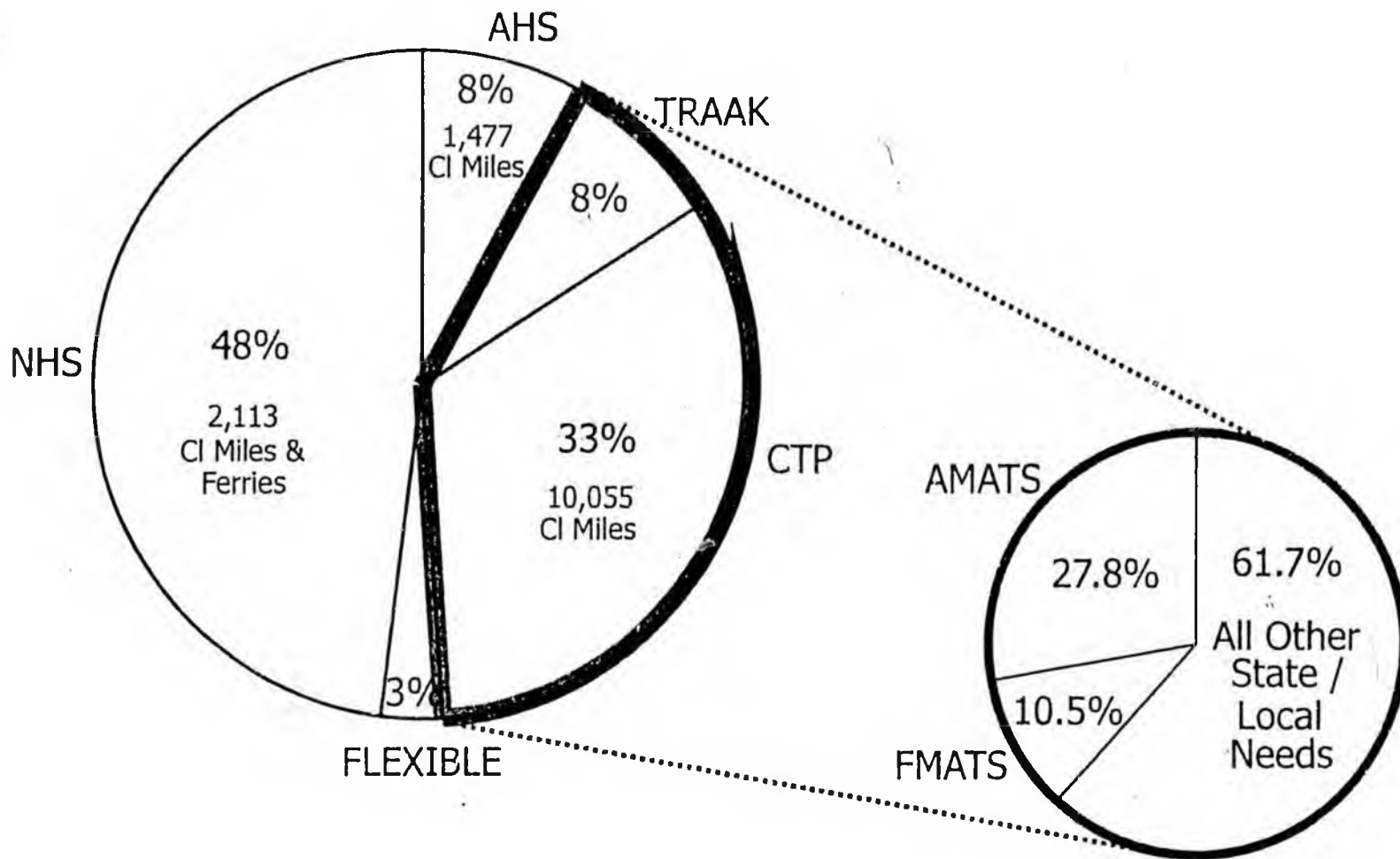
Dollars in millions.

TRAAK Nominations 2004 and Beyond

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

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

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



Comparison to Other Needs

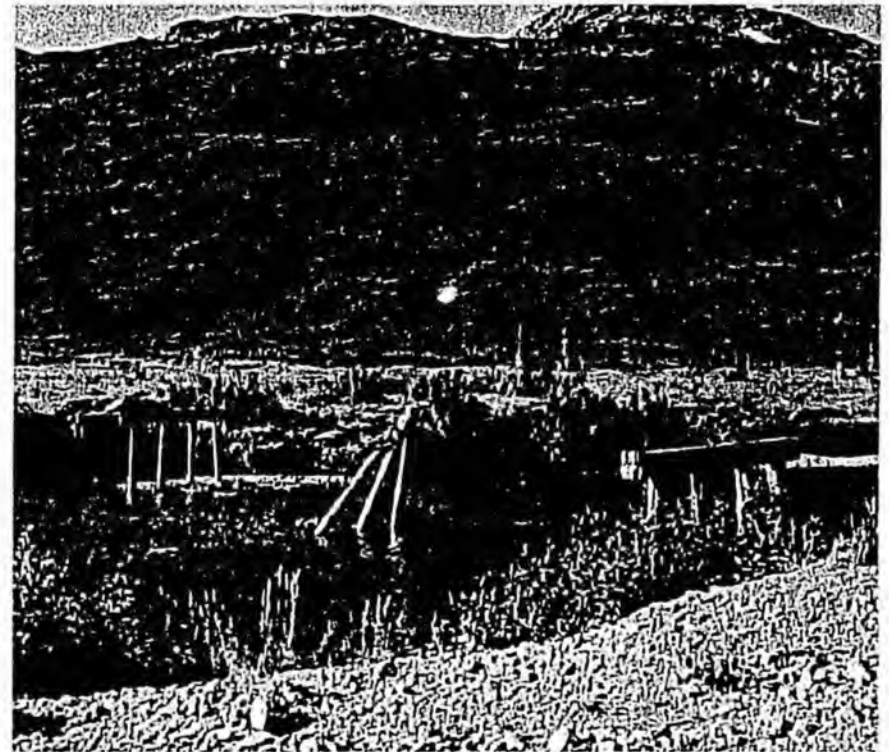
- Community Transportation backlog = \$3.12 Billion
- Ratio of CTP to TRAAK (need vs. funds)
- Need ~ 9:1
- Current funding ratio ~ 4:1
- SB 71 would adjust ratio to match respective needs ~ 9.2:1

Alaska DOT&PF Mission

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

Example of pressing highway need elsewhere

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



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

Potential Impact to MPOs

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

Conclusion

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

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

Transportation Enhancements versus the TRAAK Program

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

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

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

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

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

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

BY THE SENATE TRANSPORTATION COMMITTEE

Offered: 2/28/03
Referred: Finance

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

A BILL
FOR AN ACT ENTITLED

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

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

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

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

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

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

1 improvement program.

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



ASSOCIATED GENERAL CONTRACTORS of ALASKA

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

March 13, 2003

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

Re: SB 71

Dear Senator Stevens:

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

Sincerely,

**Richard Cattanach
Executive Director**



Municipality of Anchorage

Office of the Mayor

George P. Wuerch, Mayor



March 3, 2003

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

Dear Senator Stevens:

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

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

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

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

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

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

Senator Ben Stevens

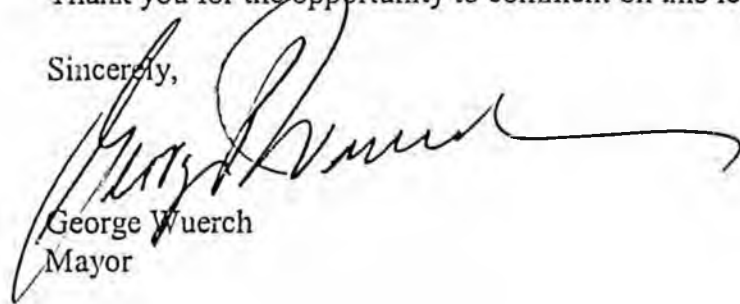
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March 3, 2003

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

Thank you for the opportunity to comment on this legislation.

Sincerely,

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

George Wuerch
Mayor

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



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

October 9, 2002

Dear Paula and Vigo,

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

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

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

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

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

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

Thanks again for your warm hospitality.

Sincerely,

Jim & Marita

Provided by Senator Ben Stevens

Glossary of Terms

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Brief Summary and Statement of Need:

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

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

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

Operating & Maintenance Costs:

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

Prior Funding History:

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

Project Description/Justification:

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

Why is this Project Needed Now:

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

Prior Funding History and Status:

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

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

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

Specific Spending Detail:

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

Project Support:

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

Project Opposition:

None Known

State Match Required:

No. Match provided by local government grant winners.

Annual Ongoing Operating and Maintenance Costs:

Local government grant winners assume all M&O responsibilities.

National Recreational Trails Federal Program

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

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

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

Brief Summary and Statement of Need:

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

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

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

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

Prior Funding History:

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

Project Description/Justification:

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

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

Why is this Project Needed Now:

Recreational Trails Federal Program

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

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

Specific Spending Detail:

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

Prior Funding History and Status:

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

Previous Funding Levels:

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

Project Support:

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

Project Opposition: none

State Match Required:

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

SB

71

SFIN

FILE

SENATE FINANCE COMMITTEE REPORT

DATE: 2/28/03

REPORTED OUT

MAR 11 2003

SENATE FINANCE
COMMITTEE

FURTHER:

DATE TURNED
IN TO OFFICE: 3/11/03

Finance Committee considered

SENATE BILL NO. 71

SB 71 TRANSPORTATION ENHANCEMENT PROJECTS

"An Act relating to funding for transportation enhancement projects."

and recommends:

be replaced with _____ CS _____ (_____)

adopt previous _____ CS SB #71 (TRA)

attached amendment(s)

adopt Letter of Intent by _____ Committee

further referral to _____ Committee

Senate Bill:

same title

new title

House Bill:

same title

technical title

new: SCR # _____

NEW FISCAL NOTE(S):

Department	Date	Fiscal	Zero	FN#

PREVIOUS FISCAL NOTE(S):

Department	Date	Fiscal	Zero	FN#
DOT	2/27		✓	1

APPROPRIATION - no fiscal note

SIGNATURES AND RECOMMENDATIONS:	Do PASS	Do NOT PASS	No REC	AMEND
<i>Adrian Taylor</i>			✓	
<i>James H. ...</i>			✓	
<i>Michael ...</i>			✓	
<i>Bob ...</i>			✓	
<i>Ben ...</i>	/			
COCHAIR: <i>Lynne Green</i>			✓	
COCHAIR: <i>Gary ...</i>	✓			

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

BY THE SENATE TRANSPORTATION COMMITTEE

Offered: 2/28/03
Referred: Finance

Sponsor(s): SENATOR BEN STEVENS

A BILL
FOR AN ACT ENTITLED

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

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

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

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

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

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

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

FISCAL NOTE

REPORTED OUT

MAR 11 2003

SENATE FINANCE
COMMITTEE

STATE OF ALASKA
2003 LEGISLATIVE SESSION

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

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

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES						
-----------------------------	--	--	--	--	--	--

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

FUND SOURCE (Thousands of Dollars)

FUND SOURCE	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type-Do not abbreviate)						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2003) cost: 0.0
 Mark this box (X) if funding for this bill is included in the Governor's FY 2004 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

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

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

SENATE FINANCE COMMITTEE
3 / 11 / 2003 COMMITTEE ACTION

Bill Number	SB 71		
Amendment			
Motion	Report From Committee		
<u>Motion by</u>	Stevens		
<u>Objection by</u>	Hoffman		
Removed			
Second Objection by			
<u>Committee Member</u>	Y	<u>Vote</u>	N
Senator Bunde			
Senator Hoffman			
Senator Olson			
Senator Stevens			
Senator Taylor			
Co-Chair Green			
Co-Chair Wilken			
<u>Tally</u>			
Yea			
Nay			
Absent			
<u>MOTION</u>	OBJECTION Withdrawn		

Alaska State Legislature

SENATOR
BEN STEVENS
716 WEST 4TH AVENUE
ANCHORAGE, AK
99501-2133
(907) 269-0200
FAX (907) 269-0204

Session:
STATE CAPITOL
JUNEAU, AK
99801-1182
(907) 465-4993
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Senate District X

SPONSOR STATEMENT

Committee Substitute for SB 71: Transportation Enhancement Projects

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

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

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

Only a municipality that is federally recognized as a Municipal Planning Organization (MPO) would be impacted by this section (c) of this legislation, which are Anchorage and Fairbanks. In 1998, the Anchorage Metropolitan Area Transportation Solutions (AMATS) adopted a policy of programming 15% of its transportation funding allocation for enhancements. The three-year average at 15% for transportation enhancements from 2000-2002 Transportation Improvement Program averaged roughly \$5.5 million. The Department of Transportation is expecting the Anchorage share of TEA-21 federal-aid transportation funds to increase within the next Statewide Transportation Improvement Program. With the anticipated overall increase, 10% of the three-year average of federal-aid highway funds allocated to AMATS during 2004-06 will be roughly \$5.8 million, slightly more than what was allocated during 2000-2002.

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

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

Rv: [Signature]
Tentative Advertising Project Schedule
 As of Friday March 7, 2003
 Central Region

Project Name	Location	Status	Anticipated Advertising Date	Engineer's Estimate	Scope/Description
1 AMATS: MULDOON RD PEDESTRIAN & LANDSCAPING, PHASE I	Anchorage	Design	May-03	1,000,000	Construct a new walkway and retaining wall on the east side of Muldoon Rd between 16th and 20th Avenues.
2 AMATS: SHIP CREEK TRAIL, PHASE II	Anchorage	Design	Jul-03	3,200,000	Phase-II of trail construction in the Ship Creek area will provide a pedestrian / bicycle trail from Post Road to Tyson Elementary School.
3 AMATS: MULDOON RD PEDESTRIAN & LANDSCAPING, PHASE II	Anchorage	Design	Aug-03	1,836,000	Upgrade pathways and install "hardscape" pedestrian furnishings and amenities throughout the Muldoon project corridor, Regal Mountain Cul de sac to Bartlett Drive.
4 AMATS: ANCHORAGE AREA WIDE TRAILS REHAB, PHASE II	Anchorage	Design	Nov-03	500,000	Resurfacing and spot repairs on trails within the Anchorage Area.
5 AMATS: GLENN HWY TRAIL REHAB: MULDOON RD TO N. BIRCHWOOD LOOP	Anchorage	Design	Dec-03	2,000,000	Resurface the existing Glenn Highway trail between Muldoon Road and North Birchwood Loop, construct a memorial wayside at MP 8.6, and pave existing parking area at the westbound weigh station.
6 AMATS: MIDTOWN SEGMENT (NORTH SOUTH TRAIL)	Anchorage	Design	Dec-03	1,000,000	Trail enhancements along A street corridor from proposed midtown park area near 38th Ave to Fireweed Lane.
7 AMATS: POTTER MARSH TRAIL HEAD ACCESS, PHASE I	Anchorage	Design	Jul-04	500,000	Improve existing parking area and extend boardwalk. Includes parking area expansion, toilets, caretaker/host site facilities, informational signs, and roughly 300 feet extension of raised boardwalk.
8 AMATS: MULDOON RD PEDESTRIAN & LANDSCAPING, PHASE III	Anchorage	Design	Aug-04	900,000	Landscaping and Pedestrian improvements at locations yet to be decided between Regal Mountain Cul-de-sac on south end and Bartlett Drive (entrance to High School) on north end.
9 AMATS: CHESTER CREEK TRAIL CONNECTION & UAA SPUR TRAIL	Anchorage	Design	Jan-05	1,750,000	Provide a paved multi-use trail connection between the recently constructed trail crossing north of Ambassador Drive (Tudor Road Trail Crossing Phase II project) and the existing Chester Creek Trail paralleling Northern Lights Boulevard, continuing west to Goose Lake Park. This trail is approx. 2.3 miles in length. Project would also include a multi-use-paved trail connecting to UAA student housing and the main campus on Providence Drive. The trail will be approx. 0.8 miles in length.
10 AMATS: POTTER MARSH TRAIL HEAD ACCESS, PHASE II	Anchorage	Design	Jul-05	500,000	Improve existing parking area and extend boardwalk. Includes parking area expansion, toilets, caretaker/host site facilities, informational signs, and roughly 300 feet extension of raised boardwalk.
11 AMATS: COASTAL TRAIL (SOUTHERN EXT-POTTER)	Anchorage	Design	Jul-06	20,000,000	This project will extend the Coastal Trail from its existing southern terminus at Kincaid Park to the Potter Weigh Station on the Seward Highway. This phase of the project includes preliminary engineering and environmental documentation. Pathways will be constructed from Van Buren to Dimond on the west and from Van Buren to Bear Lake Road on the east, with a pedestrian underpass near Iron Drive. Additional pathway is to be constructed along Railroad Ave from 3rd Ave to Lowell Creek, and along Van Buren from 2nd to 4th St.
12 SEWARD HWY: MP 0-8 SEWARD TO GROUSE CRK, PH II HWY/PATH CONST	Kenai Peninsula	Design	Dec-03	16,000,000	Rehabilitate Knik Goose Bay Road from the Parks Hwy (MP 1) to the Goose Bay Airport (MP 20). Includes resurfacing, widening shoulders, drainage improvements, protected turn pockets, and separated path from Glenwood Ave. to Settlers Bay.
13 MAT-SU: KNIK-GOOSE BAY RD REHAB & PATHWAY	Wasilla	Design	Mar-03	10,000,000	

Project Name	Location	Status	Anticipated Advertising Date	Engineer's Estimate	Scope/Description
14 UNALASKA: E POINT/BALLYHOO RD REHAB, A/P BEACH RD PV/PATHWAY	Unalaska	Design	Jun-04	14,880,000	Roadway rehabilitation, paving, foundation and drainage improvements, and a new pedestrian pathway on Ballyhoo Road from East Point Road to the Alaska Ship Supply Store, and Airport Beach Road from Ballyhoo Road to Airport Drive.
15 BETHEL: CHIEF EDDIE HOFFMAN HWY REHAB & SEPARATED PATHWAY	Bethel	Design	May-05		Construct a 4.2 mile, separated pathway along the north side of Eddie Hoffman Highway from the airport to Watson's Corner, then north along Ridgecrest Drive to the High School. Rehabilitate the Chief Eddie Hoffman Highway from Mile 0.0 to Mile 4.3.
16 HATCHER PASS SCENIC OVERLOOKS, PHASE II	Palmer	Design	Apr-03	2,000,000	Construct scenic overlooks and trailheads at several sites along Hatcher Pass Road in the Hatcher Pass Special Management Area.
17 SEWARD HWY: TURNAGAIN PASS RECREATION AREA	Kenai Peninsula	Design	Apr-03	1,100,000	Construct parking improvements, vault toilets, and pedestrian trails at Turnagain Pass.
18 PARKS HWY: DENALI VIEW SOUTH VIEWPOINT MP 134.7	Parks Highway	Design	May-03	1,435,000	Construct a scenic overlook at approx. MP 134.7 of the Parks Highway. Work includes construction of pedestrian walkways, interpretation facilities, scenic viewpoint area, and sanitary facilities with drinking water.
19 DEEP CREEK BEACH ACCESS	Kenai Peninsula	Design	Sep-03	600,000	This project will provide improvements to the access of Deep Creek Beach including work on the Deep Creek Beach Road and boat launch area, construction of boardwalks, pathways, interpretive signs, viewing areas and kiosks.
20 BIG LAKE FISH CREEK PARK WAYSIDE	Matanuska Valley	Design	Nov-03	825,000	Construct a pathway bridge across Fish Creek. Construct paved pathway parallel to South Big Lake Road, from Casey Drive to South Big Lake State Recreation Site. Pave the parking area of the Recreation Site.
21 SHIP CREEK TRAIL, PHASE III	Anchorage	Design	Jan-04	6,000,000	Construct a tunnel undercrossing of Alaska Railroad for the Ship Creek Trail.
22 NAKNEK/KING SALMON: PATHWAY CONSTRUCTION	Naknek	Design	Mar-04	1,800,000	Construct approx 3.5 miles of bicycle/pedestrian trails from downtown Naknek to Donna G. Subdivision, and 2.5 miles of trail from downtown King Salmon to Flat Nose Henry Rd.
23 HOMER SPIT PATHWAY PH II & WAYSIDE	Homer	Design	May-04	700,000	Construct a separated pathway from the Homer Fishin' Hole to the End of the Road Wayside to include interpretive sites. Construct a highway wayside at the ending of the Sterling Hwy and adjacent to the AMHS terminal and dock which consists of a rest and viewing area, toilet facilities, parking, pathway and interpretive signs.
24 CANYON CREEK WAYSIDE (SEWARD HWY, MP 56.2	Kenai Peninsula	Design	Aug-04	600,000	Construct wayside facilities at Canyon Creek. Facilities are to include restrooms, vehicle parking, upgraded access road, and interpretive displays.
25 ANCHOR ROAD PEDESTRIAN BEACH ACCESS			Feb-05		Construct pedestrian facilities along the Old Sterling Highway and Anchor Point Beach Road from the community of Anchor Point to the beaches at the Anchor River State Recreation Area. Construct trailhead parking area and connecting pathways to school, baseball field, and visitor center. Includes a pedestrian bridge across the Anchor River and trail from Silver King Campground to Halibut campground and parking area. Also includes viewing decks, interpretive kiosks, landscaping, and visitor amenities.
26 GLENN HWY, ROADSIDE REST FACILITY			Feb-05	2,000,000	Construct roadside rest facility on the Glenn Hwy between MP 118 and 133 including building with restroom and parking.

Project Name	Location	Status	Anticipated Advertising Date	Engineer's Estimate	Scope/Description
27 CLAM GULCH BEACH ACCESS	Kenai Peninsula	Design	Jul-05		Construct a paved public beach access road and trail down from the Sterling Highway at Clam Gulch to the beach of Cook Inlet. Construction also includes installing: measures to protect road from erosion at Clam Gulch Creek, three parking areas, several connecting trails, caretaker parking pad, and miscellaneous amenities such as viewing decks, stairs, landscaping, interpretive displays, toilets, drinking water, and picnic facilities.
28 HOMER END-OF-THE-RD SCENIC OVERLOOK	Homer	Design	Jul-05		(See Homer Spit Pathway PH II) Design and construct a scenic overlook adjacent to the Homer Ferry Terminal building including paving, restrooms, and interpretive signage.
29 KENAI RIVER BRIDGE ACCESS ROAD PATHWAY	Kenai Peninsula	Design	Sep-05	3,800,000	Construct a paved pathway along Kenai River Bridge Access Road, from K-Beach Road to Kenai Spur Highway.
Northern Region					
30 CHITINA BIKE/PEDESTRIAN PATH	Chitina	Design	Jun-03	600,000	Construct a bicycle/pedestrian path adjacent to the Edgerton Highway from One Mile Lake to the new Wayside in Chitina. Total path length is 1.5 miles.
31 DENALI HWY MP 6 WAYSIDE	Paxson	Design	Jun-03	148,750	Construct a wayside with enhancements, including interpretive signs, trash containers, and a vault toilet, in the vicinity of MP 7 of the Denali Highway.
32 NOR REG BIKE PATH REHABILITATION	Fairbanks	Design	Sep-03	680,000	Improve and resurface 17 miles of existing bike paths along Chena Pump Road, Farmers Loop Road, and Parks Highway MP 355-357.
33 CHENA RIVER BICYCLE/PED PATH-CENTENNIAL BRDG TO STEESE BRDG	Fairbanks	Design	Nov-03	1,615,000	Construct a paved, one kilometer path along the Chena River bank in downtown Fairbanks, connecting the Centennial Bridge with the path at the Steese Highway. The project includes connection to Wendell Street Bridge, vegetated revetment along the Chena River, and site enhancements.
Southeast Region					
34 PETERSBURG MITKOF HWY COASTAL PATH	Petersburg	Design	Jun-03	3,500,000	Combined resurfacing and path construction project. Coordinated with Mitkof Highway Resurfacing project.
35 SIT HARBOR DR LIGHTING, PEDESTRIAN & BICYCLE IMPROVEMENTS	Sitka	Design	Jul-03	250,000	Widen sidewalk, replace railing and install new lighting on the existing O'Connell Bridge.
36 JNU GLACIER HIGHWAY & TRAILHEAD	Juneau	Design	Jan-04	10,600,000	Through a funding partnership with the Forest Highway Program widen the Glacier Highway. Enhance and sign scenic viewpoints, trailheads and beach access along the route.

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

Transportation Enhancements versus the TRAAK Program

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

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

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

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

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

Alaska  Program
Trails & Recreational Access for Alaska

How much is just right?

Alaska DOT&PF

February 27, 2003

Alaska Dept. of Transportation & Public Facilities

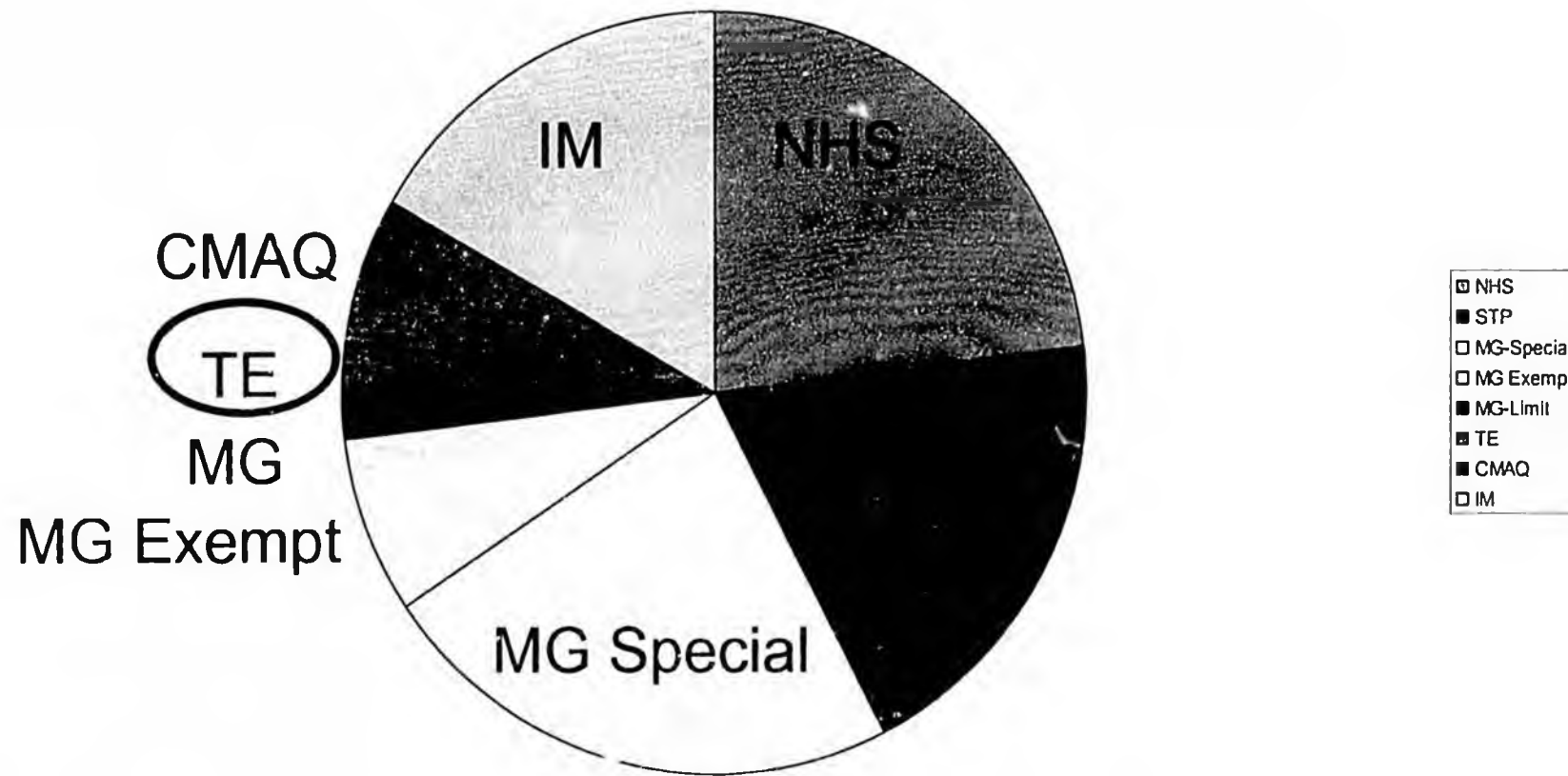
Background on TRAAK

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

Transportation Enhancement

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

Federal Apportionments FFY '02



In FFY 2002 TE = 2.5% of total \$302 Million

FFY 2003 and 2004 apportionment levels not yet know.

Public Interest in TRAAK

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

Kasilof River Access Safety Problem



TE Required vs. Actual TRAAK

- TE Minimum

- '98 \$5.3

- '99 \$6.6

- '00 \$7.5

- '01 \$8.2

- '02 \$8.4

- '03 \$7.2

- TRAAK Program

- '98 \$17.3

- '99 \$25.9

- '00 \$28.4

- '01 \$28.0

- '02 \$28.4

- '03 \$30.2 Original

- '03 \$22.0 Amended

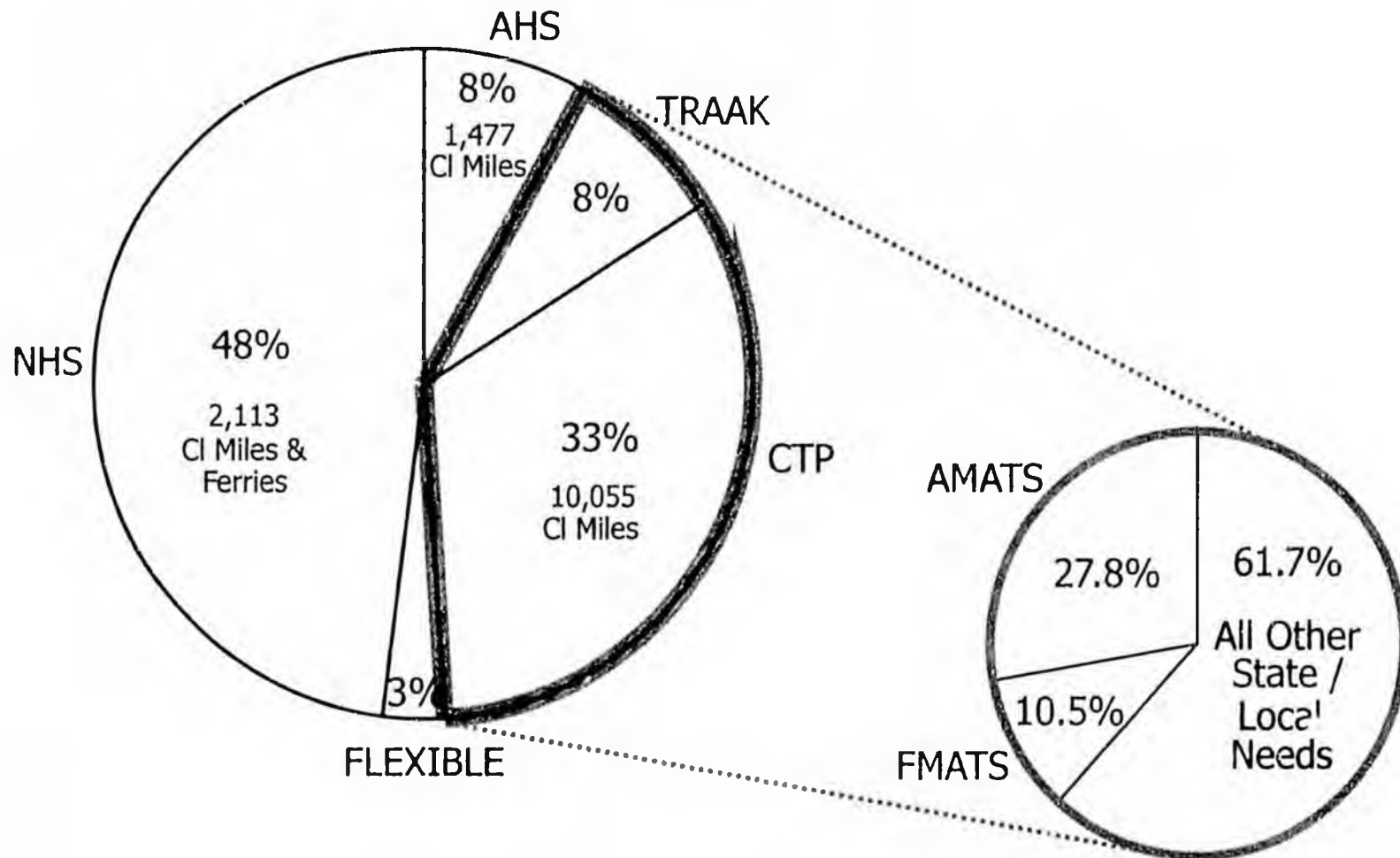
Dollars in millions.

TRAAK Nominations 2004 and Beyond

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

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

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

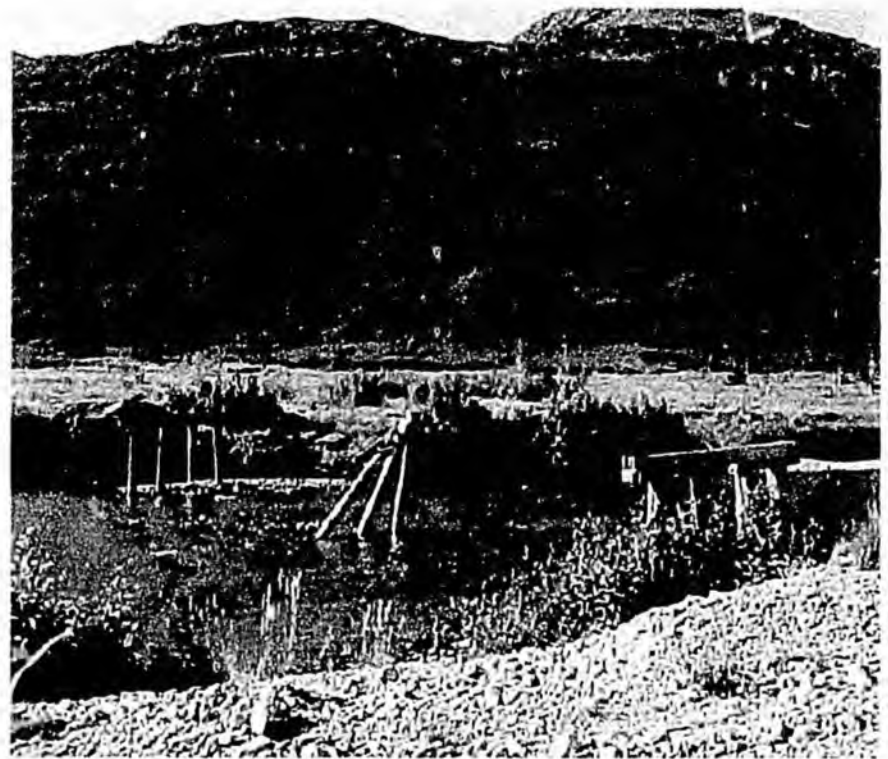


Comparison to Other Needs

- Community Transportation backlog = \$3.12 Billion
- Ratio of CTP to TRAAK (need vs. funds)
- Need ~ 9:1
- Funding ~ 4:1

Example of Pressing Highway Need Elsewhere

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



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

Conclusion

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

Potential Impact to MPOs

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

An Overview of TRAAK Accomplishments

November 2002

Since its inception, the TRAAK program and Citizen's Advisory Board have provided a forum for interagency cooperation and public participation in transportation, trail and outdoor recreation projects and programs administered by the State of Alaska, and promoted the development of a statewide network of trails for recreation and transportation. Key participants in the TRAAK program include the Governor, the TRAAK Citizen's Advisory Board, Alaska Department of Transportation & Public Facilities, Alaska Department of Natural Resources, Alaska Department of Fish & Game, Alaska Department of Community & Economic Development, and most importantly, Alaska's citizens.

The cooperative efforts of the TRAAK team have made significant improvements in the quality of life and economy of many Alaska communities by enhancing facilities enjoyed by Alaska residents and visitors through the following accomplishments:

- The addition of over 170 miles of new pathways for bicyclists, pedestrians, skiers and other users.
- Upgrades to more than 250 miles of the National Highway System to include wide, paved shoulders ideal for long distance bicyclists.
- The construction of sidewalks, boardwalks, pathways, pedestrian crossings, etc. in more than 40 communities from Akutan to Yakutat.
- Waysides, rest areas, trailheads, and scenic overlooks have been constructed or improved on every major highway in the state.
- New and improved interpretive exhibits that tell of Alaska's native culture, fisheries, wildlife, geology and natural history.
- The connection of more than 70 communities in Alaska with 3500 miles of marked trails through the Winter Trail Marking projects funded through the flexible funding provisions of ISTEA and TEA-21.
- Improved access throughout the state for those with disabilities.
- The development of Alaska Recreational Trails Plan and designation of the Alaska Trails System.
- The development of SEATrails, a regional trails system in Southeast Alaska.
- Support for the designation of Scenic Byways in the state.
- The award of 154 Recreational Trails grants totaling \$2.4 million to local trail clubs, municipalities, and agencies for both motorized and non-motorized trail development, improvement and maintenance.

Many TRAAK projects have received state and national recognition for their design excellence and for their benefit to community or state. For example, the Haines Chilkat Bald Eagle Wayside and Trail projects received national recognition in 2000 from the American Association of State Highway and Transportation Officials (AASHTO) and other organizations for supporting quality of life projects. AASHTO Executive Director John Horsley, who gave the awards on behalf of six transportation and environmental organizations, said, "These state transportation agencies understand the importance of managing these programs to build better communities. We are proud of their accomplishments and encourage other states to take notice of their outstanding achievements."

TRAAK Projects

The following highlights many of the projects by type that were funded through the TRAAK Program between 1996 and 2002 that have improved the quality of life for many Alaskans.

Trail Marking & Signage

- ♦ Mark and maintain the Kuskokwim 300 Trail.
- ♦ Mark the Eureka Summit Trail in Eureka.
- ♦ Install markers between Wasilla Lake and Lake Lucille.
- ♦ Install signs and markers along Lake Louise trails.
- ♦ Establish markers for trails in and out of Kotlik.
- ♦ Install interpretive signs for the Gruening State Historic Park in Juneau.
- ♦ Install Gold Rush Centennial signs in Mat-Su.
- ♦ Install northern region gold rush interpretive signs in Fairbanks.
- ♦ Install markers along the Denali Highway Trail between Cantwell and Paxson.

Pathways & Trails

- ♦ Construct and improve trails at Goldeneye Duck Pond in Fairbanks.
- ♦ Improve trails to White Mountain east of Nome.
- ♦ Improve the Nancy Lake-Houston-Big Lake trails system.
- ♦ Upgrade various trails in Homer including the Beluga Slough Trail.
- ♦ Develop ski trails in the Golden Fin area of Seward.
- ♦ Construct trail improvements designed by area students in downtown Glennallen.
- ♦ Improve and expand 29 miles of trails between Sand Point and the Rec. Cove Lake area.
- ♦ Upgrade and sign trails in Tenakee Springs.
- ♦ Construct a trailhead and footbridge for the Rabbit Creek Trail.
- ♦ Develop alternative access for motorized recreational vehicles to the Upper Mineral Creek Valley near Valdez.
- ♦ Improve recreational trails in Beaver.
- ♦ Improve trail access at Halibut Cove and Point Bridget State Park in Southeast Alaska.
- ♦ Upgrade the Otterbahn Trail in Seldovia.
- ♦ Develop a waterfront trail in the Orca Inlet Recreational Wayside Area in Cordova.
- ♦ Restore the historic Sunnahae Trail in Craig.
- ♦ Improve trailhead at Creamer's Field Migratory Waterfowl Refuge near Fairbanks.
- ♦ Restore the Summit Lake Trail on Kodiak Island.
- ♦ Improve the Red Shirt Lake Trail.
- ♦ Improve the Point MacKenzie/Little Su Trailhead.
- ♦ Improve the Crooked Lake/Iron Dog Trail in the Mat-Su Borough.
- ♦ Expand the Starrigavan Valley Trail in Sitka.
- ♦ Improve the Front Road/Silver Salmon Lake Trail.
- ♦ Construct pedestrian facilities in downtown Ketchikan.
- ♦ Construct a separate pathway along Tongass Highway near Saxman.
- ♦ Construct the Sawmill Creek Road scenic turnout in Sitka.
- ♦ Construct a pathway, boardwalk and viewpoints along the Haines Highway in the Chilkat Bald Eagle Preserve. (2000 TEA Challenge Award for Excellence)
- ♦ Rehabilitate Anchorage ski trails.
- ♦ Complete the Kenny Lake pathway on the Edgerton Highway.
- ♦ Construct two-miles of trails at Shuyak Island State Park on Kodiak Island.
- ♦ Improve trails for subsistence and wood gathering near Fort Yukon.
- ♦ Construct the Twin Bears Camp Overlook Trail.
- ♦ Construct the Kodiak Pond Boardwalk and Gazebo in Cordova.

- Construct a 48-mile snowmobile recreation trail in the Chena Hot Springs area
- Upgrade 80-miles of trails in the Kachemak Bay trail system.
- Construct a pathway for students in Craig.
- Construct the Unity Trail between Kenai and Soldotna.
- Reroute and construct snowmobile trails in Hatcher Pass.
- Construct the Homer Spit pathway.
- Improve the Angel Rocks trail near Fairbanks.
- Improve 18-miles of the Salcha trail system and construct a pedestrian bridge.
- Improve the Montana Creek trail in Juneau.
- Improve the Spaulding Meadow trail in Juneau.
- Tonsina Creek Footbridge repairs and tidal trail improvements in Seward.
- Upgrade the Aurora Dog Musher's winter trail near Wasilla.
- Improve trailhead and trail facilities at Alpenglow Ski Area
- Improve the trailhead at the sled dog trail in Beach Lake Park in Anchorage.
- Improve trails within the Edmonds Lake Park in Anchorage.
- Construct trails at Isatquaq Lagoon in Anchorage.
- Improve access and repair the Lake Creek snowmobile trail in Juneau.
- Improve the Lower Lunch Falls Loop trail.
- Reconstruct portions of the Thimbleberry Lake trail near Sitka.
- Reconstruct portions of the Ruth Arcand Park trail.
- Construct trails at the Friends of Eagle River Nature Center.
- Construct the Poopdeck trail in Homer.
- Construct the Eagle Beach trailhead and wayside in Juneau.
- Improve trails in Halibut Cove near Homer.
- Improve the Birch Hill trail in Fairbanks with lighting.
- Improve the Hay Flats trail in Palmer.
- Construct the Yakutat Rail Trail.
- Restore and upgrade the University of Alaska Fairbanks trail system.
- Develop the Blueberry Hills Snowmachine trail in Juneau.
- Rebuild 1.5 miles of trail in Ft. Abercrombie State Historical Park.

Mapping and Easement Recording

- Record trail easements in the Matanuska Valley and Kenai Peninsula.
- Survey and map trails statewide.
- Develop maps and brochures for trails in the Chena Flood Control Project in Fairbanks, and the Lake Louise recreational trail system.
- Survey the Copper Basin 300 Historical Trail near Glennallen.
- Vacate and realign a portion of the Iditarod Trail in the Mat-Su Borough.
- Trail right-of-way recording by DNR.

Pedestrian Bridges

- Tudor Road multi-purpose trail bridge
- Replace the Mill Loop Trail Bridge in Independence Mine State Historic Park.
- Construct pedestrian bridges at Mendenhall River, Little Willow Creek, Kashwitna River, and Sheep Creek.
- Construct three bridges for creek crossings in the Homer area.

Waysides

- Wrangell Petroglyphs Wayside in Wrangell
- Bird Point Wayside near Girdwood
- Totem Bight State Historic Park wayside in Ketchikan.
- Castle Hill Scenic Overlook in Sitka.
- Denali view scenic overlooks in Denali State Park.

- ♦ Kepler-Bradley Scenic Overlook in Mat-Su.
- ♦ Matanuska Glacier Overlook on the Glenn Highway
- ♦ Solstice Point and Yukon Crossing Wayside at Mile 57 of the Dalton Highway
- ♦ Lake Aleknagik Wayside in Southwestern Alaska
- ♦ Tanana River Native Veteran's Memorial Bridge Wayside in Nenana
- ♦ Solstice Point and Yukon Crossing Wayside on the Dalton Highway
- ♦ Multiple waysides in Hatcher Pass
- ♦ Petersburg Bojer Wikan Fishermen's Memorial Park
- ♦ Chilkat Bald Eagle Haines Council Grounds
- ♦ Worthington Glacier Scenic Viewing Area on the Richardson Highway
- ♦ McHugh Creek Overlook on the Seward Highway
- ♦ Channel Drive Wayside in Juneau
- ♦ East Fork Chulitna wayside in Cantwell
- ♦ Cooper Landing scenic overlook and boat ramp

Educational

- ♦ Trail etiquette and safety education in the Fairbanks Northstar Borough.
- ♦ Trail hardening research by the RTCA.
- ♦ Trail design and construction training for volunteers statewide.
- ♦ Develop interpretive aids for the Lowenfels Nature Trail in Anchorage.
- ♦ Avalanche safety education workshops.
- ♦ Develop and install information kiosks and safety brochures in the Lower Susitna Drainage trail.

Other

- ♦ Complete the Four Corners Tram in Girdwood.
- ♦ Restore the Lavelle Young Wheelhouse.
- ♦ Construct numerous enhancements to the Seward Highway Scenic Corridor.
- ♦ And many other projects that support the improvement and maintenance of Alaska's trails.



Municipality of Anchorage

Office of the Mayor
George P. Wuerch, Mayor



March 3, 2003

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

Dear Senator Stevens:

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

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

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

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

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

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

Senator Ben Stevens

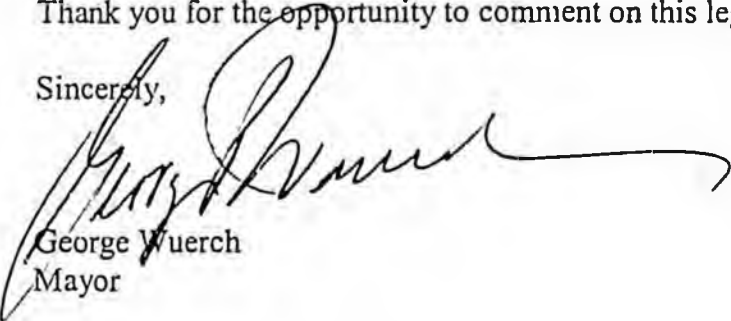
Page 2

March 3, 2003

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

Thank you for the opportunity to comment on this legislation.

Sincerely,



George Wuerch
Mayor

ALASKA STATE LEGISLATURE

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(907) 376-3157 Fax

Session:

State Capitol
Juneau, Alaska 99801-1182
(907) 465-6600
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SENATOR LYDA GREEN SENATE DISTRICT G

Phone calls in opposition to SB 71

Annabelle Alvite	276-7702
Helen Newhauser	277-9330
Nancy Pease	345-8738
Bonnie Swanson, MD	345-8077
Brian Holm	
Diane Holms	345-1514
Michael Unke	522-8604

Subject: Re: Senate Bill 71

Date: Mon, 10 Mar 2003 12:51:47 -0900

From: "Ted Volin" <tvolin@acsalaska.net>

To: <Senator_Lyda_Green@legis.state.ak.us>, <Senator_Gary_Wilken@legis.state.ak.us>, "Senator_Ben_Stevens" <Senator_Ben_Stevens@legis.state.ak.us>, <Senator_con_bunde@legis.state.ak.us>

CC: <Representative_Lcsil_McGuire@legis.state.ak.us>, "Mayor Wuerch" <wuerchgp@ci.anchorage.ak.us>

Dear Senators:

I will be unable to attend the hearing tomorrow on SB 71. Please record this message as a **YES VOTE FOR SB71**.

Please do not be swayed by the Alaska Center for the Environment (ACE) lobby on this issue. You probably will be getting a lot of Email and phone calls by ACE foot soldiers. If you check closely you will see that they are following the same script without independent thinking.

As a contractor for Federal Department of Transportation capital improvement projects, I will tell you that:

"Unless federal spending is reigned in soon, the GS-9 box checkers with Office of Management and Budget will do it for us".

Your vote yes on this bill will be seen as a good faith effort to control federal funding on transportation enhancement projects.

One other small point...TRAAK has been a sticky point in this process and has been the source of considerable heartburn ever since it was formed. They have miss-used funds to further projects and priorities that are not in best general interests.

Please make the TRAAK Board and funding behind it disappear at your earliest convenience.

Thank you very much. Yes, you may quote me.

Sincerely,
Ted Volin
tvolin@acsalaska.net
242-3029 Mobile

Subject: SB 71**Date:** Mon, 10 Mar 2003 10:53:04 -0600**From:** "Wayne Pichon" <wpichon@wachoviasec.com>**To:** <Senator_Ben_Stevens@legis.state.ak.us>, <Senator_Con_Bunde@legis.state.ak.us>, <Senator_Gary_Wilken@legis.state.ak.us>, <Senator_Lyda_Green@legis.state.ak.us>**CC:** <Representative_Lesil_Mcguire@legis.state.ak.us>

Some people just don't get it! After receiving a plethora of email over the weekend from those who don't understand that we are in a financial crisis, I feel compelled to write to you and state as strongly as I can that I support Sen Stevens SB 71. Please stop the insanity of the Knowles TRAAK program. What is particularly insulting to me is the brochure I received over the weekend from Knowles-Ulmer touting the so-called wonderful things they did while in office. One of those was the TRAAK program, according to them. I urge prompt passage of SB 71. This bill will hopefully bring some sanity back into road planning.

Wayne M. Pichon
2726 Diligence Circle
Anchorage, AK 99515

Subject: Testimony on SB 71

Date: Sun, 9 Mar 2003 17:01:48 -0900

From: "Dave Norton" <dnorton@alaska.net>

To: <Senator_Lyda_Green@legis.state.ak.us>

Chair Green: This is my testimony regarding SB 71, a bill that would restrict transportation enhancement projects to no more than 10% of monies made available to regional transportation planning organizations.

Anchorage currently provides a 15% share. This bill would reduce this percentage. This is moving transportation in the wrong direction for Anchorage. There are significant underfunded projects in the AMATS planning process and changing the allocatio. now would upset careful prioritization of projects. In addition, the state should not micro-manage regional planning processes and interfere with long-standing planning work.

Dave Norton, P.E.

Subject: SB 71

Date: Mon, 10 Mar 2003 10:17:28 -0900

From: Dianne Holmes <dianeh@corecom.net>

To: Senator_Lyda_Green@legis.state.ak.us

Senator Green,

This bill poses an inappropriate control on what should be the local process to decide on use of funds. Each community needs to decide for itself how best to use the small amount of enhancement funds that come their way.

Enhancement funds are very important to each village and town's quality of life and each must decide how to allocate them.

This bill is strictly aimed at the south Anchorage coastal trail issue and it is political and should not be solved in this manner. It is politics at its worst and I hope you will not be a part of it.

Thank you,
Dianne Holmes

Glossary of Terms

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Establishing Anticipated Funding Levels

One of the key elements of the STIP is the federal requirement that it be based on anticipated funding for transportation from all sources. The federal-aid surface transportation funding program, TEA-21, expires September 30, 2003. We have assumed that the new authorizing law will be similar.

Estimate of Surface Transportation Funding – Figure 5

Year		2004	2005	2006	2007	2008	2009
NHS & Ferry	48%	189.9	196.2	202.7	209.4	216.3	223.4
AHS	8%	31.7	32.7	33.8	34.9	36.1	37.2
CTP	33%	173.1	177.5	181.9	186.5	191.3	196.2
TRAAK	8%	31.7	- 32.7	33.8	34.9	36.1	37.2

All values in millions of dollars except as noted, the remaining 3% is used when strict balancing within one category is not possible.

Surface Transportation Funding Sources

Funding available to the state comes from several funding agencies, most notably the Federal Highway Administration and Federal Transit Administration. The state receives several categories of funding from each of these agencies. Each category, called apportionment, has distinct rules for project eligibility, match ratios, and other programming factors.

Tentative apportionment designations are identified for proposed projects. These apportionment assignments are estimates and are subject to change. The alpha abbreviations shown in parentheses are used in the STIP project tables to identify the apportionment planned for funding each project. The following paragraphs describe these apportionment categories, eligible project types, their apportionment code and the ratio of federal funds.

Interstate Maintenance (IM) – Funds used for resurfacing, restoration, rehabilitation and reconstruction of the Interstate Highway System.⁴ The federal funds ratio is 93.4% (i.e., 93.4% of

the eligible project cost is paid for by federal funds and the remaining 6.6% is paid for by state matching funds.)

State Planning and Research (PLNG) – These funds are designated for the mandatory planning and research tasks the department undertakes including preparation of the Statewide Transportation Plan (SwTP) and State Transportation Improvement Program (STIP), statistical measurements of the transportation system (traffic volumes, pavement condition, accident locations, causes and severity, and physical characteristics of roads and highways), mapping, management systems, engineering and economic studies and applied research. The federal funds ratio is 80%.

Metropolitan Planning (URPL) – In Alaska, these funds can be used in any urban area within the state. Planning processes and special planning studies are eligible activities within this program. The federal funds ratio is 90.97%.

National Highway System (NHS) – A system of highways considered most important to interstate travel, national defense, connection with other modes of transportation, and are essential to international commerce.⁵ The system includes the current interstate highways and much of the old primary system. Federal law designated Alaska's final system of NHS routes in December 1995. Currently 2,100 miles of highway and 1,900 miles of ferry routes, including designated terminals and all vessels of the Alaska Marine Highway System are eligible for NHS funding. The federal funds ratio varies and is either 93.4% if spent on an interstate route, or otherwise, usually 90.97%.

Congestion Mitigation/Air Quality (CMAQ) – These funds are for projects, which can be proven to reduce traffic congestion and/or improve air quality in federal-designated nonattainment areas. Projects such as park and ride lots, transit bus replacement, vehicle inspection and maintenance program improvements, signal coordination, ride-sharing and paving for dust control, qualify for these funds. Carbon monoxide-related projects have priority over

⁴ Alaska's unique situation, granted in federal law, 23USC Section 118(e), allow these funds to be expended on any public road.

⁵ Alaska's unique situation, granted in federal law, 23USC Section 118(e), allow these funds to be expended on any public road.

airborne dust related projects under the rules applicable to this apportionment. The federal funds ratio varies and is either 90.97% or 100% depending upon the specific category of work.

Safety (SA) – Safety projects include hazard elimination, railroad crossing, and railroad protective devices. In order to qualify, the project must be identified through the Highway Safety Improvement Program, which seeks to identify hazardous locations throughout the state based on accident histories. The federal funds ratio varies and is either 90% or 100%



Dallan Highway – Arctic Circle

depending upon the specific category of work.

Transportation Enhancements (TE) – Transportation enhancements have been of particular interest to the general public and users of nontraditional transportation related facilities. The Governor has appointed a TRAAK Citizens Advisory Committee to recommend policy and programs to the Commissioner for implementation and operation of transportation enhancements. The federal funds ratio is 90.97%.

Transportation enhancement activities are defined as: "with respect to any project or the area to be served by the project, any of the following activities if such activity relates to surface transportation:

1. Provision of facilities for pedestrians and bicycles;
2. Provision of safety and educational activities for pedestrians and bicyclists;
3. Acquisition of scenic easements and scenic or historic sites;
4. Scenic or historic highway programs (including the provision of tourist and welcome center facilities);
5. Landscaping and other scenic beautification;
6. Historic preservation;

7. Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals);
8. Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails);
9. Control and removal of outdoor advertising
10. Archaeological planning and research
11. Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality which maintain habitat connectivity; and
12. Establishment of transportation museums.

Surface Transportation Program (STP) – The funds may be used on projects ranging from new construction to resurfacing, and may also be used for transit projects.⁶ The federal funds ratio varies typically 93.4% if spent on interstate routes or 90.97% otherwise. (For simplicity, we include in this category, other federal-aid highway program funds which have equal flexibility, such as Minimum Guarantee.)

Scenic Byways – This is a small category designated for planning, design and development of scenic byways programs on existing highways. The funds Alaska receives under this program are based on successful competition with applicants nationwide. The federal funds ratio is 80%.

Ferry Boat Discretionary Funds (FBD) – Each year, the Federal Highway Administration receives applications from states for the nationwide allocation of Ferry Boat Discretionary funds. Projects must be for the construction or improvements to ferryboats or ferry terminal facilities on National Highway System routes. Funds are available only in the year approved. The federal funds ratio is 80%. Alaska does not anticipate funding from this source at the present

⁶ Alaska's unique situation, granted in federal law, 23USC Section 118(e), allow these funds to be expended on any public road.

time (because of the earmarked funding described below), but we routinely make application for these funds.

Ferry Boat Discretionary Funds –Alaska Earmark (FBDA) – TEA-21, Section 1207 set aside \$10 million annually for capital projects on the Alaska Marine Highway System as described in the above category. The Federal funds ratio is 80%.

High Priority (HIPRI) – In TEA-21, Section 1602, Congress earmarked funds for over 1,800 projects in many states. Alaska received over \$68 million for sixteen projects. These funds are not available for other projects. The federal share is 80%.

Bridge Discretionary Program (BDP) – This is a nationwide competitive program for rehabilitation or replacement of bridges that more than \$10 million. The bridges must be on a federal-aid highway. The federal share is 80%.

Federal Lands Highway Program – Other federal surface transportation funding programs, not generally allocated to the states, include the Park Roads and Parkways, Forest Highways, and Indian Reservation Roads. This program is managed by the Western Federal Land Highway Division, part of the Federal Highway Administration in Vancouver, Washington. In addition, there is a competitive program called Public Lands Discretionary funding which the state does often apply for. The list of projects funded from this source must be included in the STIP. The federal funds ratio is 100%. The individual programs are described below:

- Park Roads and Parkways – planning, research, engineering, and construction of the highways, roads, and parkways, or of transit facilities within national parks.
- Forest Highways (FH) – planning, research, engineering, and construction of the highways, roads, and parkways, or of transit facilities within the National Forest. These funds may be seen in conjunction with projects on Prince of Wales Island.
- Indian Reservation Roads – transportation planning, research, engineering, and construction of the highways, roads, and parkways, or of transit facilities within Indian reservations.

- Public Lands Discretionary Funds (PLD) – This is a nationwide competitive program. Eligible projects are on roads that are in or adjacent to federal lands. Most of the projects will be found in the Alaska Highway System.

Transit Funding Sources (Federal Transit Administration)

Elderly and Persons with Disabilities Program (5310) – This program consists of pass-through grants to nonprofit organizations for the purchase of vehicles and related equipment, facilities and transportation services. The vehicles will be used to transport the elderly and persons with disabilities. The Alaska Department of Transportation and Public Facilities established a committee to review the projects submitted to use these funds. DOT&PF applies to FTA for approval of projects. The federal funds ratio is 80%.



Accessible Transit Van
Mat-Su Borough

Non-urbanized Area Formula Program (5311) – This program provides funding to enhance the access of people in non-urbanized areas to health care, shopping, education, employment, public services and recreation and to assist in the maintenance, development, improvement, and use of public transportation systems in rural and small urban areas. The Rural Transit Assistance Program (RTAP) is a component of this program. RTAP funds provide training and technical assistance to transit operators. The federal funds ratio is 80% for capital projects and up to 50% for operating assistance.

Capital Program (5309) – This funding provides capital assistance for fixed guideway modernization, construction and extension of new fixed guideway systems, and bus and bus-related equipment and construction projects. Urbanized and non-urbanized areas are eligible to receive these funds. Twenty percent of the funds are available on a discretionary basis for buses and bus related facilities. Eligible applicants for these funds are states and local public bodies.

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

October 9, 2002

Dear Paula and Vigo,

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

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

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

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

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

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

Thanks again for your warm hospitality.

Sincerely,

Jim & Marita