

ALASKA LEGISLATURE COMMITTEE FILES, 2003-2004 8672

11094 HOUSE TRANSPORTATION

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY04	FFY05	FFY06	FFY07	FFY08	FFY09	Req'd Funding >6 years
3859	Fairbanks NSB: Chena Pump/Tanana River Scenic Wayside	131.3	2								
	Upgrade the existing wayside and construct a new boat launch parking area downstream. Construct a new outhouse and limited day-use picnic area.		4			400.0					
	Federal			TE	0.0	363.9	0.0	0.0	0.0	0.0	
	State				0.0	36.1	0.0	0.0	0.0	0.0	
	Other	4/80.0									
	Project Total				0.0	400.0	0.0	0.0	0.0	0.0	0.0
3700	Parks Hwy MP 305-351: Fairbanks - Nenana Scenic Waysides	83.2	2					80.0			
	Improve existing waysides/overlooks within the Tanana Valley State Forest along the Parks/Nenana Ridge.		4							375.0	
	Federal			TE	0.0	0.0	0.0	72.8	0.0	34.1	
	State				0.0	0.0	0.0	7.2	0.0	33.9	
	Other										
	Project Total				0.0	0.0	0.0	80.0	0.0	375.0	0.0
9904	Parks Hwy: Nenana Canyon to McKinley Village Bike Trail	75.0	2							250.0	
	Construct a bicycle trail along the Parks Highway from the Nenana Canyon Trail to the McKinley Village area, approximately 6 miles.		4								
	Federal			TE	0.0	0.0	0.0	0.0	0.0	227.4	
	State				0.0	0.0	0.0	0.0	0.0	22.6	
	Other										
	Project Total				0.0	0.0	0.0	0.0	0.0	250.0	1,500.0
3716	Parks Hwy: Nenana River Access	81.3	2						75.0		
	Construct 4 parking/river access facilities along the Nenana River.		4								
	Federal			TE	0.0	0.0	0.0	0.0	68.2	0.0	
	State				0.0	0.0	0.0	0.0	6.8	0.0	
	Other										
	Project Total				0.0	0.0	0.0	0.0	75.0	0.0	300.0
10070	Point Retreat Lighthouse Access Improvements	145.3	2		35.0						
	Improve pedestrian access to Point Retreat Lighthouse and it's maritime museum, system of trails and natural history interpretive center by rehabilitating the pier and constructing an accessible dock and gangway. All travel routes will be ADA accessible.		4			1,645.0					
	Federal			TE	31.8	803.7	0.0	0.0	0.0	0.0	
	State				3.2	0.0	0.0	0.0	0.0	0.0	
	Other	2/25.0; 4/841.3									
	Project Total				35.0	1,645.0	0.0	0.0	0.0	0.0	0.0

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY04	FFY05	FFY06	FFY07	FFY08	FFY09	Req'd Funding >6 years
10000	Prince of Wales: Craig to Klawock Separated Path Construction	119.5	2		150.0	80.0					
	Construct a multi-use path for 4.7 miles along the uphill side of the highway between the two communities.		3				5.0				
			4					1,840.0			
	Federal			TE	136.5	77.3	1,673.8	0.0	0.0	0.0	
	State				13.5	7.7	6.2	0.0	0.0	0.0	
	Other					160.0					
	Project Total				150.0	85.0	1,840.0	0.0	0.0	0.0	0.0
12259	Recreational Trails Program	999.0	all		700.0	700.0	700.0	700.0	700.0	700.0	
	This program provides funding for various small recreational trail projects statewide. The program is administered by the Alaska Department of Natural Resources.										
	Federal			RTP	560.0	560.0	560.0	560.0	560.0	560.0	
	State				140.0	140.0	140.0	140.0	140.0	140.0	
	Other										
	Project Total				700.0	700.0	700.0	700.0	700.0	700.0	0.0
16116	Richardson Highway MP 238: Donnelly Creek Wayside	107.3	2			100.0	50.0				
	Construct a separated highway turnout with restrooms, picnic tables, picnic shelter, viewing area and interpretation of the natural and historic features at this DNR managed State Recreation Area.		3								
			4					15.0			
	Federal			STP	0.0	91.0	50.0	636.8	0.0	0.0	
	State				0.0	9.0	0.0	63.2	0.0	0.0	
	Other	3 15				15.0					
	Project Total				0.0	100.0	65.0	700.0	0.0	0.0	0.0
6606	Richardson Hwy: Fairbanks-Salcha Pedestrian/Bike Trail Completion	80.5	2						250.0		
	Multi-phased bike trail construction.		3							250.0	
			4								
	Federal			STP	0.0	0.0	0.0	0.0	227.4	227.4	
	State				0.0	0.0	0.0	0.0	22.6	22.6	
	Other										
	Project Total				0.0	0.0	0.0	0.0	250.0	250.0	1,000.0
3997	Richardson Hwy: Klutina River Wayside	74.2	2							75.0	
	Construct new wayside with sanitary facilities.		4								
	Federal			STP	0.0	0.0	0.0	0.0	0.0	68.2	
	State				0.0	0.0	0.0	0.0	0.0	6.8	
	Other										
	Project Total				0.0	0.0	0.0	0.0	0.0	75.0	175.0

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY04	FFY05	FFY06	FFY07	FFY08	FFY09	Req'd Funding >6 years
6277	Richardson Hwy: MP 190 Fish Creek Viewing Platform	81.7	2							50.0	
	Construct a fish viewing platform along the Richardson Highway between Paxson and Summit Lake.		4							125.0	
	Federal			TE	0.0	0.0	0.0	0.0	45.5	113.7	
	State				0.0	0.0	0.0	0.0	4.5	11.3	
	Other										
	Project Total				0.0	0.0	0.0	0.0	50.0	125.0	0.0
3692	Richardson Hwy: MP 275 Big Delta/Tanana River Bridge Wayside	78.5	2							150.0	
	Improve river access, add sanitary facilities, trash receptacle, telephone, bank reinforcement, improve highway entrance/exit.		4								
	Federal			TE	0.0	0.0	0.0	0.0	0.0	136.5	
	State				0.0	0.0	0.0	0.0	0.0	13.5	
	Other										
	Project Total				0.0	0.0	0.0	0.0	0.0	150.0	300.0
9901	Richardson Hwy: Valdez Bike Path Repave	85.0	2					60.0			
	Repave the bike path along the Richardson Highway from Egan Drive to Robe River Subdivision (7 miles).		4						310.0		
	Federal			TE	0.0	0.0	0.0	54.6	282.0	0.0	
	State				0.0	0.0	0.0	5.4	28.0	0.0	
	Other										
	Project Total				0.0	0.0	0.0	60.0	310.0	0.0	0.0
6612	Salcha: MP 344 - Piledriver Slough Access/ Eielson Farm Rd	100.8	2			25.0					
	Pave Eielson Farm Road (Rich Hwy-Piledriver Slough).		4					220.0			
	Federal			TE	0.0	22.7	0.0	200.1	0.0	0.0	
	State				0.0	2.3	0.0	19.9	0.0	0.0	
	Other										
	Project Total				0.0	25.0	0.0	220.0	0.0	0.0	0.0
2597	Seldovia: Waterfront Boardwalk Construction	89.7	2				330.0				
	Construct a waterfront boardwalk from Peninsula Street to Dock Street, length appx. 1/2 mile. Boardwalk includes boardwalk, railing, bench seating, signage interpretation of the history of Seldovia.		3								
			4					2,640.0			
	Federal			TE	0.0	0.0	300.2	2,401.6	0.0	0.0	
	State				0.0	0.0	29.8	238.4	0.0	0.0	
	Other										
	Project Total				0.0	0.0	330.0	2,640.0	0.0	0.0	0.0

Need ID	Project Description/Funding Source	Score	Phase	Apprn	FFY04	FFY05	FFY06	FFY07	FFY08	FFY09	Req'd Funding >6 years	
16221	Sentinel Island Lighthouse Access Improvements	110.0	2		30.0	10.0						
	Construct a concrete ramp from the low tide level up the beach, connecting via switchback to a landing on more level ground. Construct a path from the landing to the existing tramway that provides access to the light tower.											
				4			350.0					
	Federal				STP	27.3	327.5	0.0	0.0	0.0	0.0	
	State					2.7	32.5	0.0	0.0	0.0	0.0	
	Other											
	Project Total				30.0	360.0	0.0	0.0	0.0	0.0	0.0	
2629	Seward: Exit Glacier Road Pathway	99.0	2			405.0						
	Construct a pathway along Exit Glacier Road from the Seward Highway to the National Park Service Exit Glacier Recreation Area (7.3 miles). Project will include 2 parking/trailhead areas with ADA accessible rest rooms and interpretive kiosks.								100.0			
				3							50.0	
				7							6,218.0	
				4								
Federal		TE	0.0	368.4	0.0	91.0	5,702.0	0.0				
State			0.0	36.6	0.0	9.0	566.0	0.0				
	Other											
	Project Total				0.0	405.0	0.0	100.0	6,268.0	0.0	0.0	
16006	Sitka: Cross Trail Pedestrian Access	114.0	2		30.0	10.0						
	Construct a multi-use path up the hill from Charteris Street to a small viewpoint at the beginning of the Cross Trail.											
				3			5.0					
				4			155.0					
	Federal				STP	27.3	154.6	0.0	0.0	0.0	0.0	
State			2.7	15.4	0.0	0.0	0.0	0.0				
	Other											
	Project Total				30.0	170.0	0.0	0.0	0.0	0.0	0.0	
10071	Sitka: Harbor Drive Seawalk Construction	82.3	2						50.0	20.0		
	Construct a waterfront walkway between the lightering facility and the existing sidewalk on Harbor Drive. Project includes construction of interpretive displays.											
				3								
				4								
	Federal				TE	0.0	0.0	0.0	0.0	45.5	18.2	
State			0.0	0.0	0.0	0.0	4.5	1.8				
	Other											
	Project Total				0.0	0.0	0.0	50.0	20.0	530.0		
11046	Sitka: Moller Field to Lake Street Pedestrian Connection	112.0	2		35.0	25.0						
	Provide a multi-use path connecting Moller Field and Lake Street. Pile-supported boardwalk will likely be required for the portion nearest Swan Lake.											
				3			5.0					
				4				380.0				
	Federal				STP	31.8	27.3	345.7	0.0	0.0	0.0	
State			3.2	2.7	34.3	0.0	0.0	0.0				
	Other											
	Project Total				35.0	30.0	380.0	0.0	0.0	0.0	0.0	

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY04	FFY05	FFY06	FFY07	FFY08	FFY09	Req'd Funding >6 years
16005	Sitka: Path Connection to Indian River Trail	114.3	2		30.0	20.0					
	Construct a multi-use path that connects the parking area with the start of the non-road portion of the Indian River Trail. Construct river viewpoint on a spur that connects to the new path. Pave the driveway and trailhead parking area.		4			355.0					
	Federal			STP	27.3	341.1	0.0	0.0	0.0	0.0	
	State				2.7	33.9	0.0	0.0	0.0	0.0	
	Other										
	Project Total				30.0	375.0	0.0	0.0	0.0	0.0	0.0
10072	Sitka: UAS Pedestrian Connection Construction	135.0	2								
	Construct a sidewalk connecting Harbor Drive and the University of Alaska Southeast (UAS) site in Sitka.		3		60.0						
			4			130.0					
	Federal			TE	54.6	118.3	0.0	0.0	0.0	0.0	
	State				5.4	11.7	0.0	0.0	0.0	0.0	
	Other										
	Project Total				60.0	130.0	0.0	0.0	0.0	0.0	0.0
10073	Skagway: Gateway Pedestrian Improvements	112.5	2		10.0						
	Construct a sidewalk on the east side of the Klondike Highway between the ferry terminal and Second Street, and add interpretation that introduces Gold Rush history.		4			250.0					
	Federal			TE	9.1	219.0	0.0	0.0	0.0	0.0	
	State				0.9	0.0	0.0	0.0	0.0	0.0	
	Other			NPS		31.0					
	Project Total				10.0	250.0	0.0	0.0	0.0	0.0	0.0
2649	Soldotna: Kenai River Walkway Construction	78.2	2							200.0	
	Construct a riverside pathway system along the Kenai River approx. 2900 feet downstream from Soldotna Creek Park.		3								
			7								
			4								
	Federal			TE	0.0	0.0	0.0	0.0	0.0	181.9	
	State				0.0	0.0	0.0	0.0	0.0	18.1	
	Other										
	Project Total				0.0	0.0	0.0	0.0	0.0	200.0	890.0
12539	Southeast Region Historical Signs	79.0	2						50.0		
	Prepare and install interpretive signs at turnouts and other points of interest in conjunction with local governments and other interested parties.		3								
			4								
	Federal			TE	0.0	0.0	0.0	0.0	45.5	0.0	
	State				0.0	0.0	0.0	0.0	4.5	0.0	
	Other										
	Project Total				0.0	0.0	0.0	0.0	50.0	0.0	250.0

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY04	FFY05	FFY06	FFY07	FFY08	FFY09	Req'd Funding >6 years
7219	Statewide: Bike Path Rehabilitation and Improvements	999.0	2 4		200.0	200.0	200.0	200.0	200.0	200.0	
	Rehabilitate bike-ped facilities.				1,000.0	1,000.0	1,000.0	1,000.0	1,000.0	1,000.0	
	Federal			STP	1,091.6	1,091.6	1,091.6	1,091.6	1,091.6	1,091.6	
	State				108.4	108.4	108.4	108.4	108.4		
	Other										
	Project Total				1,200.0	1,200.0	1,200.0	1,200.0	1,200.0	1,200.0	0.0
6465	Statewide: Scenic Byways Grants	999.0	all		300.0	300.0	300.0	300.0	300.0	300.0	
	This program identifies and designates segments of the road corridors that are outstanding for their scenic, recreational, historic, cultural, natural and/or archaeological qualities. Projects are then developed to display these qualities.										
	Federal			Scenic Byways	240.0	240.0	240.0	240.0	240.0	240.0	
	State				60.0	60.0	60.0	60.0	60.0		
	Other										
	Project Total				300.0	300.0	300.0	300.0	300.0	300.0	0.0
14020	Statewide: Scenic Viewshed Enhancement	199.0	2 4		25.0	25.0	25.0	25.0	25.0	25.0	
	Various scenic viewshed enhancements throughout Alaska.				725.0	725.0	725.0	725.0	725.0	725.0	
	Federal			STP	682.3	682.3	682.3	682.3	682.3	682.3	
	State				67.7	67.7	67.7	67.7	67.7		
	Other										
	Project Total				750.0	750.0	750.0	750.0	750.0	750.0	0.0
6879	Naknek / King Salmon: Pathway Construction	199.0	2 3 7 4								
	In Naknek construct approx 3.5 mi. of bike/ped trails from downtown to Donna G. Subdivision (mile 4 on the AK Penin. Hwy). In King Salmon construct approx 2.5 mi. of trail from downtown to Flat Nose Henry Rd.			114.5							
					2,400.0						
	Federal			STP	2,183.3	0.0	0.0	0.0	0.0	0.0	
	State				216.7	0.0	0.0	0.0	0.0		
	Project Total				2,400.0	0.0	0.0	0.0	0.0	0.0	0.0
2334	Mat-Su: Hatcher Pass: Scenic Overlook & Trailhead Const - Phase 2	189.0	2 4								
	Construct scenic overlooks, reststops, and trailheads along the Hatcher Pass road corridor. Most of the sites will be paved viewing areas with covered kiosks and interpretive panels. Sanitary facilities will be installed. In addition, construct 1/2 mi access road, parking area and public trailhead at MP 11 of the Hatcher Pass road.			112.7		2,340.0					
	Federal			STP	2,128.7	0.0	0.0	0.0	0.0	0.0	
	State				211.3	0.0	0.0	0.0	0.0		
	Other										
	Project Total				2,340.0	0.0	0.0	0.0	0.0	0.0	0.0

Need ID	Project Description/Funding Source	Score	Phase	Apprn	FFY04	FFY05	FFY06	FFY07	FFY08	FFY09	Req'd Funding >6 years
7219	Statewide: Bike Path Rehabilitation and Improvements Rehabilitate bike-ped facilities.	999.0	2		200.0	200.0	200.0	200.0	200.0	200.0	
			4		1,000.0	1,000.0	1,000.0	1,000.0	1,000.0	1,000.0	
				STP	1,091.6	1,091.6	1,091.6	1,091.6	1,091.6	1,091.6	
					108.4	108.4	108.4	108.4	108.4	108.4	
	Project Total				1,200.0	1,200.0	1,200.0	1,200.0	1,200.0	1,200.0	0.0
6465	Statewide: Scenic Byways Grants This program identifies and designates segments of the road corridors that are outstanding for their scenic, recreational, historic, cultural, natural and/or archaeological qualities. Projects are then developed to display these qualities.	999.0	all		300.0	300.0	300.0	300.0	300.0	300.0	
				Scenic Byways	240.0	240.0	240.0	240.0	240.0	240.0	
					60.0	60.0	60.0	60.0	60.0	60.0	
	Project Total				300.0	300.0	300.0	300.0	300.0	300.0	0.0
14020	Statewide: Scenic Viewshed Enhancement Various scenic viewshed enhancements throughout Alaska.	199.0	2		25.0	25.0	25.0	25.0	25.0	25.0	
			4		725.0	725.0	725.0	725.0	725.0	725.0	
				STP	682.3	682.3	682.3	682.3	682.3	682.3	
					67.7	67.7	67.7	67.7	67.7	67.7	
	Project Total				750.0	750.0	750.0	750.0	750.0	750.0	0.0
6879	Naknek / King Salmon: Pathway Construction In Naknek construct approx 3.5 mi. of bike/pod trails from downtown to Donna G. Subdivision (mile 4 on the AK Penin. Hwy). In King Salmon construct approx 2.5 mi. of trail from downtown to Flat Nose Henry Rd.	199.0	2								
		114.5	3								
			7								
			4		2,400.0						
				STP	2,183.3	0.0	0.0	0.0	0.0	0.0	
					216.7	0.0	0.0	0.0	0.0	0.0	
	Project Total				2,400.0	0.0	0.0	0.0	0.0	0.0	0.0
2334	Mat-Su: Hatcher Pass: Scenic Overlook & Trailhead Const - Phase 2 Construct scenic overlooks, restrooms, and trailheads along the Hatcher Pass road corridor. Most of the sites will be paved viewing areas with covered kiosks and interpretive panels. Sanitary facilities will be installed. In addition, construct 1/2 mi access road, parking area and public trailhead at MP 11 of the Hatcher Pass road.	189.0	2								
		112.7	4		2,340.0						
				STP	2,128.7	0.0	0.0	0.0	0.0	0.0	
					211.3	0.0	0.0	0.0	0.0	0.0	
	Project Total				2,340.0	0.0	0.0	0.0	0.0	0.0	0.0

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3988	Cordova: Copper River Hwy. MP 5.5 - Bridge/Ped Walkway Attach pedestrian walkway to Eyak River bridge, MP 5.5 Copper River Highway. Includes the environmental assessment for the Copper River Highway MP 0 to 10 Pedestrian/Bike Path.	189.0	2								
		110.0	4		1,000.0						
	Federal			STP	909.7	0.0	0.0	0.0	0.0	0.0	
	State				90.3	0.0	0.0	0.0	0.0	0.0	
	Other										
	Project Total				1,000.0	0.0	0.0	0.0	0.0	0.0	0.0
9910	Steese Highway: Birch Creek Wayside Construct a wayside/parking area. Includes boat launch and sanitary facilities.	125.0	2								
			4			300.0					
	Federal			TE	0.0	250.0	0.0	0.0	0.0	0.0	
	State				0.0	0.0	0.0	0.0	0.0	0.0	
	Other	2/20.0;									
		4/50.0				50.0					
	Project Total				0.0	300.0	0.0	0.0	0.0	0.0	0.0
2408	Sterling: Isaak Walton Campground Archaeological Invest. Excavation and interpretation of prehistoric houses (house pits) in the Isaak Walton Campground. Interpretive panels will be developed/constructed following interpretation of the site. (DNR)	77.8	4							250.0	
	Federal			TE	0.0	0.0	0.0	0.0	0.0	227.4	
	State				0.0	0.0	0.0	0.0	0.0	22.6	
	Other										
	Project Total				0.0	0.0	0.0	0.0	0.0	250.0	0.0
6635	Taylor Hwy: MP 35 to 64 Enhancements Construct/renovate recreational facilities.	77.3	2							75.0	
			4								
	Federal			STP	0.0	0.0	0.0	0.0	0.0	68.2	
	State				0.0	0.0	0.0	0.0	0.0	6.8	
	Other	BLM Labor									
	Project Total				0.0	0.0	0.0	0.0	0.0	75.0	150.0
3642	Taylor Hwy: MP 82 Walker Fork Wayside Construct a wayside at Walker Fork Bridge with parking for RVs and buses. Includes interpretation, picnic area, sanitary facilities and trails.	81.2	2							50.0	
			4							150.0	
	Federal			TE	0.0	0.0	0.0	0.0	45.5	136.5	
	State				0.0	0.0	0.0	0.0	4.5	13.5	
	Other										
	Project Total				0.0	0.0	0.0	0.0	50.0	150.0	0.0
3644	Taylor Hwy: MP 84 & 85 Wade Creek Waysides Construct two waysides adjacent to Wade Creek public gold panning area.	77.0	2							50.0	
			4								
	Federal			TE	0.0	0.0	0.0	0.0	0.0	45.5	
	State				0.0	0.0	0.0	0.0	0.0	4.5	
	Other										
	Project Total				0.0	0.0	0.0	0.0	0.0	50.0	150.0

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY04	FFY05	FFY06	FFY07	FFY08	FFY09	Req'd Funding >6 years
3629	Taylor Hwy: MP 86 Wade Creek Dredge Wayside	99.8	2			75.0					
	Construct a wayside overlooking Mulvano (Wade Creek) Dredge.		4					150.0			
	Federal			STP	0.0	68.2	0.0	125.0	0.0	0.0	
	State				0.0	6.8	0.0	0.0	0.0	0.0	
	Other										
	Match		BLM Design & Labor				25.0				
	Project Total				0.0	75.0	0.0	150.0	0.0	0.0	0.0
3636	Tok Cutoff MP 64: Porcupine Creek Wayside	109.7	2		75.0	25.0					
	Construct new trailhead, improve access road, add informational kiosk and provide landscaping.		4				175.0				
	Federal			STP	68.2	22.7	159.2	0.0	0.0	0.0	
	State				6.6	2.3	15.8	0.0	0.0	0.0	
	Other										
	Project Total				75.0	25.0	175.0	0.0	0.0	0.0	0.0
3615	Valdez Glacier Overlook	110.0	2		300.0	100.0					
	Improve road from the Rifle Range to Valdez Glacier and construct a scenic overlook at the end of the road.		4				1,750.0				
	Federal			STP	260.0	91.0	1,575.0	0.0	0.0	0.0	
	State				0.0	9.0	0.0	0.0	0.0	0.0	
	Other		2 40								
	Project Total				300.0	100.0	1,750.0	0.0	0.0	0.0	0.0
9909	Valdez: City Dock Information and Interpretive Center	80.2	2						75.0		
	Provide an information and interpretative center for newly arriving ferry and cruise ship passengers.		4								
	Federal			TE	0.0	0.0	0.0	0.0	68.2	0.0	
	State				0.0	0.0	0.0	0.0	6.8	0.0	
	Other										
	Project Total				0.0	0.0	0.0	75.0	0.0	225.0	
9905	Valdez: City Parks Bike Path Rebuild	90.0	2				50.0				
	Rebuild and widen bike paths in Meyring Park and Black Gold Park. This project will pave approximately 9,000 linear feet of path, 8 feet wide.		4					175.0			
	Federal			TE	0.0	0.0	54.6	159.2	0.0	0.0	
	State				0.0	0.0	5.4	15.8	0.0	0.0	
	Other										
	Project Total				0.0	0.0	50.0	175.0	0.0	0.0	

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY04	FFY05	FFY06	Req'd Funding >6 years			
								FFY07	FFY08	FFY09	
3625	Valdez: Crooked Creek Fish Viewing	102.5	2				50.0				
	Reconstruct fish viewing area.		4						150.0		
	Federal			TE	0.0	45.0	0.0	135.0	0.0	0.0	
	State				0.0	0.0	0.0	0.0	0.0	0.0	
	Other		Match				5.0		15.0		
	Project Total				0.0	50.0	0.0	150.0	0.0	0.0	0.0
3624	Valdez: Richardson Hwy - Bike Path From Robe Rd thru Keystone Canyon	85.0	2						370.0		
	Construct bike path along the Richardson Hwy from Robe River subdivision to Keystone Canyon.		3						220.0		
			4								4,800.0
	Federal			STP	0.0	0.0	0.0	320.0	200.1	4,366.6	
	State				0.0	0.0	0.0	0.0	19.9	433.4	
	Other	Local Match									
	Project Total				0.0	0.0	0.0	370.0	220.0	4,800.0	0.0
12479	Wasilla: Trailhead & Rest Area	98.3	2				100.0				
	Construct a rest area and trailhead north of Wasilla approximately 1/4 mile south of the Parks Highway and South Church Road Intersection to provide year round rest area amenities for travelers and construct a trailhead to accommodate winter recreation activities including snowmachining, dog sledding, cross country skiing. The trailhead and rest area is approximately 5 acres with paved parking for vehicles and RVs, lighting, picnic and day use facilities, restrooms and water.		3				30.0				
			7							25.0	
			4							1,085.0	
	Federal			TE	0.0	100.0	0.0	1,009.8	0.0	0.0	
	State			0.0	0.0	0.0	10.2	0.0	0.0		
	Other	3/30, 4/30				30.0		90.0			
	Project Total				0.0	130.0	0.0	1,110.0	0.0	0.0	0.0
12459	Wasman Wayside	78.0	2							50.0	25.0
	Construct parking and turnaround area, sanitation facility, pathway and Interpretative signs.		3								
			4								
	Federal			TE	0.0	0.0	0.0	0.0	45.5	22.7	
	State				0.0	0.0	0.0	0.0	4.5	2.3	
	Other										
	Project Total				0.0	0.0	0.0	0.0	50.0	25.0	200.0

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY04	FFY05	FFY06	FFY07	FFY08	FFY09	Req'd Funding >6 years	
3071	Wrangell: Airport Loop Rd Path PH 1 -Petroglyph Beach Bike/Ped Path	102.7	2			60.0						
	Pedestrian/bike path - Airport Loop Road from ferry terminal to Petroglyph Beach Access.		3			40.0						
			7									
			4						700.0			
	Federal			STP	0.0	91.0	0.0	636.8	0.0	0.0		
	State			0.0	9.0	0.0	63.2	0.0	0.0			
	Other											
	Project Total				0.0	100.0	0.0	700.0	0.0	0.0	0.0	
10074	Wrangell: Pedestrian Access Improvements	98.0	2			60.0		30.0				
	Improve pedestrian access between downtown and Petroglyph Beach by constructing sidewalks along Stikine and Evergreen Avenues.		3					90.0				
			4							885.0		
	Federal			TE	0.0	54.6	0.0	109.2	805.1	0.0		
			State			0.0	5.4	0.0	10.8	79.9	0.0	
	Other											
	Project Total				0.0	60.0	0.0	120.0	885.0	0.0	0.0	
	Program Total				30,864.0	33,384.0	32,723.0	34,791.0	36,612.5	38,156.0	48,177.4	

1/2 funding → 15.4
 state and federal

SB 71: Funding for Transportation Enhancement Projects

Testimony given against SB 71 on April 3, 2003
at the House Transportation Committee Meeting

Thank you for the opportunity to testify today.

I think I speak for many Fairbanksans when I say that I don't want *my* municipality to have its federal transportation allocation to be controlled by the state. To borrow Representative Kohring's expression [HTRAN meeting, 4/01/2003], SB 71 would allow "the tentacles of big government to reach where they shouldn't."

Under section (c) of SB 71, municipal spending of federal transportation dollars on enhancement projects would be capped at 10%. Fairbanks, one of only two municipalities in the state of Alaska, will be directly and negatively impacted by this measure, which usurps community control over enhancement projects. Personally, I have faith in FMATS' ability to determine its own spending priorities. I cannot address existing conflicts between AMATS and state legislators from Anchorage, but I feel that it would be a mistake to deal with these issues through sweeping statewide legislation.

For Fairbanks, the TRAAK program has already provided funds for a diverse array of projects, including:

- 48 miles of snowmachine trails around Chena Hot Springs
- Improvements to the trailhead at Creamer's Field Migratory Waterfowl Refuge, used by everyone from school children to tourists.
- New lighting for the Birch Hill ski trails, the site of the 2003 Junior Olympics
- Construction of the Wood pedestrian bridge across the Chena River, downtown

After examining the draft State Transportation Improvement Plan (STIP) for TRAAK projects through 2009, it's obvious that Fairbanks will be hard-hit by the cuts and caps proposed in SB 71. At least 8 proposed projects in the Fairbanks area, would likely lose funding, including:

- A multi-use trail connecting Farmers Loop Rd. and Chena Hot Springs Rd.
- Renovations to the historic Nenana Steamship
- Sanitary facilities for dog mushing trails on Farmer's Loop Rd.

These types of transportation projects aren't just window dressing. These are the things that make Fairbanks--and other communities--home.

The costs and implications of SB 71 don't outweigh the benefits. Hundreds of worthwhile and cost-effective projects have already been funded through TRAAK--projects which improve the quality of life for countless Alaskans. Hundreds more projects stand to be cut or delayed indefinitely, should SB 71 pass.

I spoke with Jeff Oddison from DOT before Tuesday's [4/01/03] House Transportation Committee meeting, and he told me that 1 lane-mile of new rural road costs approximately \$1.5 million to construct. SB 71 would cut \$15.4 million from the 2004 TRAAK budget alone. For the same amount of money, the TRAAK program is able to fund hundreds of enhancement projects across the state. Ask yourselves the following question: For roughly 10 miles of one-lane road, is it worth it?

Thank you,

Lauren B. Attanas
3124 Goldhill Rd.
Fairbanks, AK 99709
lauren_puddle@hotmail.com

To: Representatives Holm and Masck
 From: Lauren Attanas, Fairbanks AK
 Subject: SB 71 Testimony from HTRAN meeting, 4/03/03
 Date: April 8, 2003

I'd like to take the opportunity to thank you again for listening to my concerns regarding SB 71 last Thursday. Attached is a written copy of the testimony I gave against SB 71 at Thursday's House Transportation Committee meeting.

Please copy and distribute to other members of the House Transportation Committee.

Should you have any questions, please don't hesitate to contact me.

Thank you,

Lauren Attanas
 3124 Goldhill Rd.
 Fairbanks, AK 99709

Post-it® Fax Note	7671	Date	4/08/03	# of pages	2
To	Reps Holm & Masck	From	Lauren Attanas		
Co./Dept.		Co.			
	(907) 465-2937	Phone #	(907) 474-9736		
Fax #	(907) 465-4822	Fax #	(907) 455-6781		



Alaska State Legislature

Please enter into the record my testimony to the House Transportation
 committee name
 committee on SB 71, dated 4/3/03
 bill/subject

House Transportation Committee:

We are opposed to Senate Bill 71 which will decrease/take away funding for trails and related projects. Every day we hear the American public is obese; that we must develop oil-producing fields to provide for the insatiable American need for fuel to run automobiles; and that we must go to war to ensure the continuance of receiving oil from foreign countries. We submit to you that trails are an alternative to provide for "non-motorized" travel and help people get off the "couch" and get exercise to reduce the numbers of children as well as older people who are obese. In fact, in Maine the Legislature recently past legislation to use public funds to build trails to help avert this problem. The/your desire to build more roads in lieu of trails is counter productive to what we have worked toward in building more trails. Build a trail and people will use them! In Alaska, we have very few sidewalks to accommodate people on foot. We need the trails. We respectfully request that you do not take away the relatively small amount of funding that goes toward building trails.

Sincerely,
 Ronald and Marilyn Modafferi
 P.O. Box 2942
 Palmer, Alaska 99645
 907-745-6890
 email: farmloop@Alaska.net

NO ON SB 71 SB 71 AGAINST OPPOSE SB 71
 CONSTANCE LUKE DEBORAH WILKINSON BRYAN SANDERS.
 907 248-3352. 337-4442 ANCH ANCH 644-8548
 ANCH.

FISCAL NOTE

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

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
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

SB

77



The pedestrian / bicycle "*Centennial Bridge*"
crosses the Chena River linking the north
and south sides of the river in the heart
of downtown Fairbanks, Alaska.

Place
Stamp
Here

GARY WILKEN

SENATOR
West Fairbanks

Interim
501 E. 1st Ave.
Fairbanks, Alaska 99701
Tel: (907) 457-4347
Fax: (907) 456-8163



During Session
State Capitol Building
Juneau, Alaska 99801-1182
Tel: 451-5501 (from Fbks)
Tel: (907) 465-3709 (outside Fbks)
Fax: (907) 465-4714
Website: www.garywilken.com
E-Mail: Senator_Gary_Wilken@legis.state.ak.us

SPONSOR STATEMENT

Senate Bill 77

William Ransom Wood Centennial Bridge

Senate Bill 77 names the Fairbanks Riverwalk Centennial Bridge in honor of a true visionary and leader for Alaska, Dr. William Ransom Wood.

Dr. Bill Wood arrived in Fairbanks, Alaska in 1960 with his wife Dorothy Jane, son Mark and daughter Karen, to serve as the fourth president of our University of Alaska. After thirteen years of leading the University and shaping it into a world-class institution, he retired from University service and, with his family, decided to remain in Fairbanks.

Though he retired, he never stopped serving his community. Dr. Wood was committed to making the place where he lived a better place than when he found it. He fulfilled that belief everyday of his 94 years. Even on his final days, he was offering words of wisdom and urging national, state, and local leaders to begin or to finish community projects.

Over the years, Dr. Wood was a leader to many; he was the Mayor of Fairbanks, Chair of Fairbanks Area Community Hospital Foundation, founder of Festival Fairbanks, founder of Fairbanks Industrial Development Corporation, and 1985 Alaskan of the Year. He was very active in Rotary International, serving as President, District 5010 Governor, and receiving Rotary's highest honor - the Service Above Self Award.

At the age of 94 years old, Dr. Wood, as executive director of Festival Fairbanks, desired to commemorate the centennial of Fairbanks with a pedestrian bridge over the Chena River to remember and respect the builders of the twentieth century. As Fairbanks celebrates its centennial this year, it is fitting that this bridge be known statewide as the *William Ransom Wood Centennial Bridge* in honor of a truly remarkable leader.

Thank you for joining me in support of this legislation.

THE
FOLLOWING
DOCUMENT(S)
ARE
POOR
ORIGINAL
COPIES

The Alaskan Life of William R. Wood

- ✓ University of Alaska President - 1960-1973
- ✓ Mayor of Fairbanks - 1978-1980
- ✓ Founder of Fairbanks Industrial Development Corporation
- ✓ First Chairman of the Greater Fairbanks Community Hospital Foundation - 1967
- ✓ Airport Community Council Charter Member
- ✓ Co-Founder Alaska Science and Technology Foundation
- ✓ Founder of Festival Fairbanks whose mission is to support community projects.
- ✓ Festival Fairbanks Executive Director (a non-monetary position) from its inception in 1981 - 2001.
- ✓ Visionary & Creator of Golden Heart Plaza - 1984
- ✓ Opinion columnist for Fairbanks Daily News-Miner - 1981-2001
- ✓ 1985 Alaskan of the Year
- ✓ Rotary District 5010 (Yukon, Alaska, Eastern Russia) Governor - 1985-1986
- ✓ Rotary Service Above Self International Award - 2000
- ✓ Established Wood Nanook Varsity Talent Search and Grant Endowment with the University of Alaska Fairbanks - 1998
- ✓ Published a trilogy of poetry - *Not From Stone* (1983), *Legacy of Dreams* (1993), and *Nanook* (2000)

FISCAL NOTE

STATE OF ALASKA
2003 LEGISLATIVE SESSION

Fiscal Note Number: 1
Bill Version: SB 77
(S) Publish Date: 3/10/03

Revision Date/Time (Note if correction): _____ Dept. Affected: DOT&PF
Title An Act naming the William Ransom Wood BRU Highways & Aviation
Centennial Bridge in Fairbanks Component Northern Highways & Aviation
Sponsor Wilken
Requester SSTA Component No. 2068

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

FUND SOURCE (Thousands of Dollars)

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)

Prepared by: Dennis R. Poshard
Division: Special Assistant to Commissioner
Approved by: Commissioner Mike Barton
Agency: Alaska Department of Transportation and Public Facilities

Phone 465-3900
Date/Time 3/5/03 2:45 PM
Date 3/5/2003

SB 77, William R Wood Centennial Bridge

In case anyone asks about the cost:

\$2 million from Federal Highway Fund

\$900,000 Federal earmarked funds, from Senator Stevens

\$200,000 Alaska General Fund

\$3.1 million TOTAL

S B

8 3

THE
FOLLOWING
DOCUMENT(S)
ARE
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COPIES

SESSION ADDRESS:
Alaska State Capitol
Juneau, Alaska 99801-1182
(907) 465-4925
Fax: (907) 465-3517
Toll Free: 1-800-821-4925

Senator Gary Stevens
Alaska State Legislature

INTERIM ADDRESS:
112 Mill Bay Road
Kodiak, Alaska 99615
(907) 486-4925
Fax: (907) 486-5264

Memorandum

Date: March 24, 2003

To: Representative Jim Holm
Chair, House Transportation Committee

Fr: Senator Gary Stevens

Re: SB 83

I respectfully request a committee hearing on SB 83, "An Act naming the Sven Haakanson Sr. Airport at Old Harbor" at your earliest convenience.

Thank you.

Best regards,


Senator Gary Stevens

SESSION ADDRESS:
Alaska State Capitol
Juneau, Alaska 99801-1182
(907) 465-4925
Fax: (907) 465-3517
Toll Free: 1-800-821-4925

Senator Gary Stevens
Alaska State Legislature

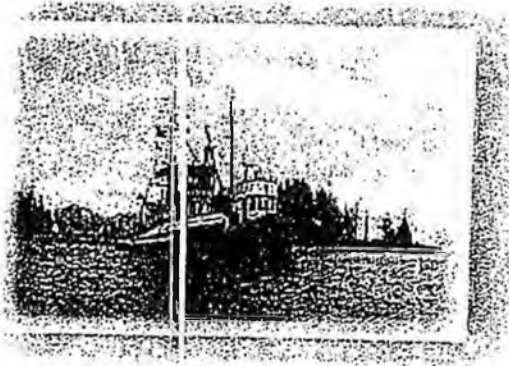
INTERIM ADDRESS:
112 Mill Bay Road
Kodiak, Alaska 99615
(907) 486-4925
Fax: (907) 486-5264

SPONSOR STATEMENT-SB 83

SB 83, "An Act naming the Sven Haakanson, Sr. Airport at Old Harbor." will name the state airport in the City of Old Harbor in memory of Sven Haakanson, Sr., who passed away on November 23, 2002.

A lifelong resident of Old Harbor, and community mayor for 27 years, Sven Haakason was well known in Alaska. Sven also played a vital role in establishing corporations and associations that have become a familiar and important part of Alaska's corporate and nonprofit world. He was one of the founders of the Kodiak Area Native Association (KANA), Koniag Inc., and served on the boards of several corporations and organizations on Kodiak Island. In 2002, Sven was named the Elder of the Year by the Koniag Native Corporation.

SB 83, which is supported by the people of Old Harbor, will recognize a man who gave so much of his time and energy to the community. Passage of this bill will ensure that Sven Haakanson Sr.'s memory will live on for generations to come. I urge your support.



City of Old Harbor

P.O. Box 109
Old Harbor, Alaska
99643
(907) 286-2203 OR 286-2204
Fax (907) 286-2278

City of Three Saints

March 12, 2003

The Honorable Gary Stevens
Alaska State Senate
State Capitol
Juneau, Alaska 99801

Dear Senator Stevens;

I was very delighted to hear you have sponsored SB83 that will re-name the Old Harbor Airport the "Sven Haakansan Sr., Airport. With all that Sven did for our community and his people we will be honored to have our airport named in memory of him.

Sven served as the Old Harbor Mayor for 27 years; throughout those years he accomplished many successful projects not only for our community but Island wide. The Airport project was just one of many.

Again, we will be honored to have our local airport re-named the Sven Haakansan Sr., Airport.

Sincerely,

A handwritten signature in cursive script that reads "James A. Nestic". The signature is written in dark ink and is positioned above a horizontal line.

James A. Nestic, Mayor



Old Harbor Tribal Council

P. O. Box 62, Old Harbor, Alaska 99643
Phone: (907) 286-2215 Fax: (907) 286-2277

Honorable Gary Stevens
Alaska State Senate
State Capitol
Juneau, AK 99801

March 6th, 2003

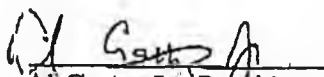
Dear Senator Stevens,

I am writing on behalf of the Old Harbor Tribal Council in full support of the Old Harbor airport being re-named the Seven Haakanson, Sr., Airport.

Although Sven's spirit is felt around us his presence will be missed for generations to come. Sven sat on the Old Harbor Tribal Council for many years, with his history of community service to his people and all on Kodiak Island, I can't think of a more appropriate name for our airport.

The profound character of Seven Haakanson will stay in the memories and hearts of the people of our village for along time to come.

Very Respectfully,


Al Cratty Jr., President

MAR 10 2002



KONIAG
INCORPORATED

March 4, 2003

The Honorable Gary Stevens
Alaska State Senate
State Capitol
Juneau, AK 99801

Dear Senator Stevens:

I was very pleased to learn that you have sponsored SB 83 that would re-name the airport in Old Harbor the Sven Haakanson, Sr. Airport. I believe this is entirely appropriate given Sven's long history of service to his community of Old Harbor and all the people of Kodiak Island.

Sven was mayor of Old Harbor for over twenty years. He was one of the original members of the board of directors of Koniag, Inc. in the early 1970's. He has also served on the board of directors of KANA and as a member of the Old Harbor Tribal Council. Sven is also one of only a few residents of Kodiak Island's villages to have served on the Kodiak Island Borough Assembly.

Sven's legacy and spirit will live on in the memories and hearts of the people of Old Harbor and Kodiak Island. I look forward to landing at the Sven Haakanson, Sr. Airport on my next visit to Old Harbor.

Sincerely,

Dennis Metrokin
President

cc: KANA
Koniag Region Tribal Councils
Koniag Region Village Corporations.

+300 B Street, Suite +07
Anchorage, Alaska 99503
(907) 561-2668
FAX (907) 562-5258

FISCAL NOTE

STATE OF ALASKA
2003 LEGISLATIVE SESSION

Fiscal Note Number: 1
 Bill Version: SB 83
 (S) Publish Date: 3/5/03

Revision Date/Time (Note if correction): _____ Dept. Affected: DOT&PF
 Title An Act naming the Sven Haakanson, Sr. BRU Highways & Aviation
Airport at Old Harbor Component Central Region Highways & Aviation
 Sponsor G Stevens
 Requester STRA Component No. 564

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

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
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)*

Prepared by: Dennis R. Poshard Phone 465-3900
 Division Special Assistant to Commissioner Date/Time 3/4/03 9:39 AM
 Approved by: Commissioner Mike Barton Date 3/4/2003
 Agency Alaska Department of Transportation and Public Facilities

SB

255

Subject: (H) TRA hearing 4/27

Date: Sun, 25 Apr 2004 09:01:21 -0800

From: Lee Ann Lucas <lee_lucas@dps.state.ak.us>

To: Barbara C Cotting <barbara_cotting@legis.state.ak.us>

CC: allen storey <allen_storey@dps.state.ak.us>, Robyn Ramos <robyn_ramos@dps.state.ak.us>

Good morning Barbara -

Have had a request for Lt. Allan Storey to be available on-line for questions regarding SB 255 - Illegal Preemption Devices and SB 316 - Seat Belt Violation for the (H)TRA hearing 4/27. Lt. Storey's # in Anchorage is 269-4532. Unless I hear otherwise from you, I will provide him with the Bridge # to call in on off-net.

Thanks, Lee Ann Lucas

Alaska State Legislature

SENATOR
GENE THERRIAULT

Mailing Address:
119 N. Cushman Suite 101
Fairbanks, Alaska 99701
(907) 488-0857
Fax: (907) 488-4271



Senate

While in session
State Capitol
Juneau, Alaska
99801-1182
(907) 465-4797
Fax: (907) 465-3884
SENATE DISTRICT F

Sponsor Statement SB 255

Senate Bill 255: "An Act relating to traffic preemption devices"

Sponsor: Senator Gene Therriault

Senate bill 255 was introduced to reserve the use of Traffic Preemption Devices (TPDs) for legitimate authorized users, including emergency response providers, road maintenance and public transit vehicles. TPDs allow vehicles approaching a traffic signal to override the normal signal control and change the light from red to green. This enables emergency vehicles to proceed more rapidly to the situation they are responding to. Unfortunately, without a change in state law, these devices are available for purchase and use by the general public and indiscriminate use could lead to accidents.

This bill is intended to keep these accidents from occurring, by assuring that only authorized personnel use TPDs. This is accomplished by making it illegal to own a TPD unless you are an approved user. In addition, authorized individuals would only be able to use the device in an official capacity, as defined by this bill. The bill also guarantees that mechanics and other repair personnel are allowed to possess and use TPDs, when installing, repairing or testing them in an official capacity.

FISCAL NOTE

STATE OF ALASKA
2004 LEGISLATIVE SESSION

Fiscal Note Number: 1
 Bill Version: CSSB 255(STA)
 (S) Publish Date: 3/5/04

Revision Date/Time (Note if correction): _____ Dept. Affected: Public Safety
 Title An Act relating to traffic preemption devices. RDU Alaska State Troopers
 Component AST Detachment
 Sponsor Senator Therriault
 Requester Senate State Affairs Component No. 2325

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
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)

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 (FY2004) cost: 0.0

Mark this box (X) if funding for this bill is included in the Governor's FY 2005 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

This bill would ban the possession and use of equipment that will activate traffic "preemption" devices if the user is not involved in an emergency operation. The preemption devices send a signal to a traffic light or other traffic control device to give emergency responders priority at intersections that have been equipped with compatible equipment by changing the traffic light or device. Violation of this section would be a class A misdemeanor.

This bill will have no fiscal impact on the Department of Public Safety.

Prepared by: Lieutenant Al Storey Phone 269-4532
 Division Alaska State Troopers Date/Time 2/9/04 3:55 PM
 Approved by: Commissioner William Tandeske Date 2/9/2004
 Agency Department of Public Safety

FISCAL NOTE

STATE OF ALASKA
2004 LEGISLATIVE SESSION

Fiscal Note Number: 2
 Bill Version: CSSB 255(STA)
 (S) Publish Date: 3/5/04

Revision Date/Time (Note if correction): _____ Dept. Affected: Public Safety
 Title Illegal use of Traffic Preemption Device RDU Fire Prevention
 Component Fire Prev. Operations
 Sponsor Senator Therriault
 Requester Senate State Affairs Component No. 494

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
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	0.0	0.0	0.0	0.0	0.0	0.0
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CHANGE IN REVENUES ()						
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FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2004) cost: 0.0
 Mark this box (X) if funding for this bill is included in the Governor's FY 2005 budget proposal:

POSITIONS

Full-time		0	0	0	0	0
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

This bill makes it unlawful to possess or use a traffic preemption device when not operating an emergency vehicle.

SB 255 will have no fiscal impact to the Department of Public Safety.

Prepared by: Gary Powell, Director Phone 269-5491
 Division Fire Prevention Date/Time 2/9/04 9:39 AM
 Approved by: Commissioner William Tandeske Date 2/6/2004
 Agency Department of Public Safety

FISCAL NOTE

STATE OF ALASKA
2004 LEGISLATIVE SESSION

Fiscal Note Number: 3
 Bill Version: CSSB 255(STA)
 (S) Publish Date: 3/5/04

Revision Date/Time (Note if correction): _____ Dept. Affected: LAW
 Title "An Act relating to traffic preemption devices." RDU CRIMINAL
 Component CDCO
 Sponsor Senator Therriault
 Requester Senate State Affairs Component No. _____

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
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						
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CHANGE IN REVENUES ()						
-------------------------------	--	--	--	--	--	--

FUND SOURCE (Thousands of Dollars)

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 (FY2004) cost: 0.0
 Mark this box (X) if funding for this bill is included in the Governor's FY 2005 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

This bill makes it a Class A misdemeanor to possess or use a traffic preemption device if a person is not at the time of possession or use, operating a emergency vehicle. An exception is made for employees of a municipality or the state who are authorized to install, repair, or maintain traffic preemption devices provided use of the device is in accordance with such authorization.

Passage of this legislation will have no foreseeable fiscal impact on the Department of Law.

Prepared by: Kathryn A. Daughettee, Director Phone 465-3673
 Division Administrative Services Date/Time 2/10/04 9:29 AM
 Approved by: Kathryn Daughettee for Gregg D. Renkes, Attorney General Date 2/10/2004
 Agency Department of Law

FISCAL NOTE

STATE OF ALASKA
2004 LEGISLATIVE SESSION

Fiscal Note Number: 4
 Bill Version: CSSB 255(FIN)
 (S) Publish Date: 4/15/04

Revision Date/Time (Note if correction): _____ Dept. Affected: Administration
 Title An Act relating to traffic preemption BRU Legal and Advocacy Services
devices Component Public Defender Agency
 Sponsor Senator Therriault
 Requester (S) FIN Component No. 1631

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
Personal Services	*	*	*	*	*	*
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	*	*	*	*	*	*

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

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

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF	*	*	*	*	*	*
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
TOTAL	*	*	*	*	*	*

Estimate of any current year (FY2004) cost: 0.0

Mark this box (X) if funding for this bill is included in the Governor's FY 2005 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

This bill will likely have a fiscal impact on the operations of the Agency, but it is impossible to determine with any accuracy what that impact will be. It is not possible for the Agency to determine how many traffic preemption devices exist or will be possessed or used in violation of this proposed bill. Creating a new offense will impact the Agency however since it is historically appointed in 80% of the criminal cases charged. An indeterminate fiscal note is submitted.

Prepared by: Linda K. Wilson, Deputy Director Phone (907)334-4416
 Division: Public Defender Agency Date/Time April 6, 2004
 Approved by: Kevin Jardell, Assistant Commissioner Date 4/6/2004
 Agency: Administration



State of Alaska
Department of
Public Safety

Frank H. Murkowski, Governor
William Tandeske, Commissioner

February 9, 2004

The Honorable Gene Therriault
Alaska State Legislature
State Capitol, Room 111
Juneau, AK 99801-1182

Dear Senator Therriault:

The Department of Public Safety supports Senate Bill 255 The Unlawful Possession or Use of Traffic Preemption Device. It is a matter of public safety that these devices are used only during an emergency response by an emergency vehicle. The misuse of these devices could easily endanger the lives of pedestrians and motorists. Possession of these devices by untrained personnel invites their abuse, with what could be tragic results. As a side note, unauthorized use of these devices could generate unfounded complaints to state and local traffic engineers who would attempt to trouble shoot traffic signals for problems that don't exist. Unauthorized use would undermine public confidence and support for continued use and expansion of traffic preemption systems.

The unlawful use or possession of a traffic preemption device warrants the punishment of a class A misdemeanor if convicted.

Sincerely,

William Tandeske
Commissioner

Subject: SB 255

Date: Thu, 26 Feb 2004 14:51:21 -0900

From: "Kiewik, John G." <KiewikJG@ci.anchorage.ak.us>

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

Dear Sir:

Thank you for you efforts in regard to Senate Bill 255.

The Municipality of Anchorage presently uses traffic preemption at several intersections and hopes to someday have a full system wide build out. At present, the system is used by the Anchorage Fire Department.

Anchorage uses the 3M™ Opticom™ Priority Control System which features Vehicle ID. Vehicle ID restricts the use of the system to Fire Department vehicles only, in other words, it is encrypted. The system also has two tiers of service, high priority (emergency vehicles), and low priority (other municipal applications). Many communities use the low priority tier to keep their transit operations efficient (buses on time). Anchorage hopes to use this technology in the near future for its transit and street maintenance operations (snow plowing). However, it is unclear to me if this would be possible under the present wording of the bill. Thank you for your attention in this matter.

John Kiewik, Deputy Fire Chief

Support Services Division

Anchorage Fire Department

907-267-5064

An Overview of Transit Signal Priority

Prepared by the

Advanced Traffic Management Systems Committee and
Advanced Public Transportation Systems Committee
of the
Intelligent Transportation Society of America (ITS America)

The revised document was endorsed by the
ITS Public Transportation Forum of ITS America and America Public
Transportation Association (APTA)
and
The Transportation System Operations and Planning Forum of ITS
America

Published 2002

Revised and updated 2004

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FOLLOWING
DOCUMENT(S)
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3. TSP Benefits & Costs

3.1 Benefits

Several benefits are anticipated from implementing a TSP system. These benefits typically include: reduced transit travel times, improved transit schedule reliability, reduced stops which leads to reduced wear and tear on equipment, less pavement maintenance and increased rider comfort, reduced emissions, and ultimately, an increased attractiveness of transit created by an increased competitiveness to the single-occupancy automobile. Some value-added benefits of the TSP system can also exist which are difficult to quantify (e.g., potentially using the TSP system for a fuel management system). Besides the benefits, TSP systems may also have negative impacts. One of the most commonly cited impacts is the potential increase in traffic delay on side streets.

Transit vehicles spend an average of 15% of their trip time waiting at traffic signals. By example, significantly reducing this wait by 40% on average would reduce a 60 minute round trip to 55 minutes, providing a more competitive service. A key point is that if this route requires a 5-minute headway, only 11 buses are required to support that interval, compared with 12 under the 60-minute trip length. Reduced vehicle and operator costs contribute toward a favorable return-on-investment. However, in order to achieve these savings, it is necessary that the reduced travel time be consistent. Since bus trips are scheduled in advance, the allocated running time may only be shortened if the same trip consistently takes less time⁵.

In at least one study, the benefit/cost ratio associated with such reductions from deploying TSP was found to be approximately 2:1 over a 10-year operating period, giving a payback period of approximately 3 years. Note also that a reduction in the number of transit vehicles used means that a decrease in pollution emissions can be achieved as well.

Successful implementation of TSP has been practiced in Europe since 1968. The European philosophy to TSP is generally more aggressive and intended to provide a high reward for transit vehicles and passengers compared to other vehicles. Zurich and Amsterdam have a majority of intersections enabled for TSP. Installations in England and France have shown a 6 to 42% reduction in transit travel time, with only 0.3 to 2.5% increases in auto travel time.

In North America, Los Angeles, Toronto, Portland, Seattle, Tacoma, Chicago, , among others, have TSP installations in place (see Appendix 1). Other communities, such as Albany, Salt Lake City, Houston, Montreal, Broward County, Santa Clara Valley, etc., have TSP projects in the development or deployment stages. In fact, TSP is becoming increasingly important with the growing interest in Bus Rapid Transit (BRT) systems; 11 of the 17 BRT consortium members are incorporating TSP in their designs.

The potential benefits from TSP for reducing transit signal delay, and improving travel times and reliability are encouraging TSP deployment across the continent. In Toronto for example, average transit signal delay reductions of up to 46% using TSP has justified expansion to over 300 signalized intersections (15% of total) along four bus and five streetcar routes, all in mixed traffic. Other TSP deployments include a 2-¼ mile stretch in Cicero, IL on Cermak Road that is the site of an Illinois Department of Transportation demonstration using wire loops at 10 signalized intersections. Chicago Transit Authority and suburban PACE buses, using transponders and absolute TSP, realized an 8-minute trip time versus 12 minutes before TSP (a 33% reduction). In Los Angeles, two projects demonstrated application of TSP in conjunction with the introduction of Metro Rapid, a Bus Rapid Transit system, at approximately 100 signals along of each corridor (14-16 miles)⁶. Results indicated an average 8% decrease in overall bus running time, and a 33-39% reduction in bus delay at signalized intersections.

Studies associated with the deployments^{7,8,9} have shown that there has been little or no impact on the travel times of other motorists along streets operating with TSP, when effectively designed. In fact, the deployment of TSP may positively benefit vehicles traveling in the same direction of the transit vehicle by introducing signal coordination, or momentarily widening the green band for that approach to the traffic signal. As such, some study results confirmed modest improvements for the balance of traffic flow along transit routes with TSP. Studies have shown there to be no general pattern of change to pedestrian delay as a result of the implementation of bus transit priority, with any increases or decreases being minimal.

Unfortunately, a limited amount of before and after data exists for TSP systems. Results from a limited number of case studies are summarized in Table 1. These results are based only on field data. A number of before and after studies have also been performed using simulation models^{10,11}. It is important to note that the results in Table 1 will vary based on several factors including system design (i.e., transit detection system and signal control equipment), TSP strategy, type of data collection procedure, traffic volumes, and the combination of implementing TSP with other preferential treatments (e.g., queue jumps, exclusive transit lanes, etc.).

Lessons Learned

- In general¹², the case studies reveal that implementing TSP results in:
 - Reductions in transit travel times, transit delay, stops, and schedule unreliability; and
 - Minor impacts to cross-street traffic and buses.

Table 1: TSP Benefits and Impacts – Case Studies

Location	Transit Type	No. of Intersections	TSP Strategy	Benefit/Impact
Portland, OR ¹³ Tualatin Valley Hwy.	Bus	10	early green, green extension	<ul style="list-style-type: none"> • Bus travel time savings = 1.4 to 6.4% • Average bus signal delay reduction = 20%
Europe ^{14,16}	Bus	Five case study sites	Various	<ul style="list-style-type: none"> • 10 seconds/intersection average reduction in transit signal delay • 40 to 80% potential reduction in transit signal delay • 6 to 42% reduction in transit travel times in England and France • 0.3 to 2.5% increase in auto travel times • 1 to 2 year payback period for installation of transit priority systems
Seattle, WA ^{10,17} Rainier Avenue	Bus	20	early green, green extension	<ul style="list-style-type: none"> • 24% average reduction in stops for TSP eligible buses • 5-8% reduction in travel times • 25-34% reduction in average intersection bus delay for TSP eligible buses • 40% reduction in critically late trips (trips not completed before next trip scheduled start) • Life cycle benefits are \$15,000 service benefit per intersection and \$40,000 passenger benefit per intersection (over 10 years life)
Sapporo City, Japan ¹⁸ Route 36	Bus	unknown	unknown	<ul style="list-style-type: none"> • 6.1% reduction in bus travel time • 9.9% increase in ridership • 7.1% reduction in bus stops at signals which resulted in a 20.8% reduction in stopped time
Toronto, Ontario ^{19,20}	Street car, Bus	260	early green, green extension	<ul style="list-style-type: none"> • Up to 46% reduction in transit signal delay • 10 street cars removed from service • 4 buses removed from service in 2 initial corridors • Payback less than 5 years • Cross street traffic not significantly affected
Chicago, IL ²¹ Cermak Rd.	Bus	15	early green, green extension	<ul style="list-style-type: none"> • 7 to 20% reduction in transit travel time depending on time of day, travel direction • Transit schedule reliability improved • Reduced number of buses needed to operate the service • Passenger satisfaction level increased since TSP was implemented • 1.5 second/vehicle average decrease in vehicular delay (range: +1.1

Location	Transit Type	No. of Intersections	TSP Strategy	Benefit/Impact
				<ul style="list-style-type: none"> to -7.8) 8.2 second/vehicle average increase in cross-street delay (range: +0.4 to +37.9)
San Francisco, CA ²²	LRT and Trolleys	16	early green, green extension	<ul style="list-style-type: none"> 6 to 25% reduction in transit signal delay
Minneapolis, MN ²³ Louisiana Ave.	Bus	3	early green, green extension, actuated transit phase	<ul style="list-style-type: none"> 0 to 38% reduction in bus travel times depending on TSP strategy 23% (4.4 seconds/vehicle) increase in traffic delay Skipping signal phases caused some driver frustration
Los Angeles, CA Wilshire & Ventura Blvds. ²⁴	Bus	211	early green, green extension, actuated transit phase	<ul style="list-style-type: none"> Introduced as part of Metro Rapid BRT 8% reduction in average running time 33-39% decrease in bus delay at signalized intersections Minimal impacts to cross street traffic: average of 1 second per vehicle per cycle increase in delay TSP did not change the traffic Level of Service
Pierce County, WA Pacific Ave and 18th St. corridors ²⁵	Bus	42	signal coordination, early green, green extension, low priority preempt	<ul style="list-style-type: none"> Initial deployment in two corridors involving both signal coordination and TSP Signal coordination reduced total signal delay 18-70% for general purpose traffic, and 5-30% for transit TSP reduced transit signal delay an additional 20-40% beyond signal coordination TSP had little impact on traffic progression

SB

260

CS FOR SENATE BILL NO. 260(TRA) am
IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTY-THIRD LEGISLATURE - SECOND SESSION

BY THE SENATE TRANSPORTATION COMMITTEE

Amended: 3/3/04

Offered: 2/18/04

Sponsor(s): SENATORS BEN STEVENS, Wilken

A BILL

FOR AN ACT ENTITLED

1 "An Act relating to metropolitan planning organizations and to the policy board of the
2 metropolitan planning organization for the Anchorage metropolitan area; relating to
3 transportation planning in federally recognized metropolitan planning areas; and
4 providing for an effective date."

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

6 * Section 1. AS 19.10.160(b) is amended to read:

7 (b) Design [AFTER DECEMBER 31, 2002, DESIGN] for proposed major
8 upgrade and new construction projects for highways in federally recognized
9 metropolitan planning areas must be conducive to safety, durability, and economy of
10 maintenance and provide for capacity that will adequately serve planned future traffic
11 as set out in this subsection. This subsection does not apply to designs for highway
12 maintenance projects. Proposed major upgrade and new construction projects that are
13 estimated to cost

14 (1) less than \$5,000,000 must be designed to adequately serve planned

1 future traffic for at least the next 10 years [AFTER CONSTRUCTION OF THE
2 PROJECT];

3 (2) \$5,000,000 or more [BETWEEN \$5,000,000 AND \$10,000,000,
4 INCLUSIVE.] must be designed to adequately serve planned future traffic for at least
5 the next 20 years [AFTER CONSTRUCTION OF THE PROJECT];

6 (3) MORE THAN \$10,000,000 MUST BE DESIGNED TO
7 ADEQUATELY SERVE PLANNED FUTURE TRAFFIC FOR AT LEAST THE
8 NEXT 25 YEARS AFTER CONSTRUCTION OF THE PROJECT].

9 * Sec. 2. AS 19.20 is amended by adding new sections to read:

10 **Article 2. Metropolitan Planning Organizations.**

11 **Sec. 19.20.200. Establishment of metropolitan planning organizations.** In
12 order to coordinate transportation planning in urbanized areas and achieve the
13 transportation planning goals of 23 U.S.C. 134 and 49 U.S.C. 5303 - 5306, a
14 metropolitan planning organization shall be established for each metropolitan area of
15 the state when required for participation in a federal transportation program. A
16 metropolitan area is an urbanized area with a population of more than 50,000 persons.

17 **Sec. 19.20.210. Membership of the policy boards of metropolitan planning**
18 **organizations.** (a) The policy board of a metropolitan planning organization
19 established under AS 19.20.200 for a metropolitan area with a population greater than
20 200,000 persons shall consist of at least seven voting members. A quorum of the
21 policy board is a majority of the voting members of the board. ~~Three~~ ^{FOUR} voting members
22 of the board shall be designated by the municipalities that are located partially or
23 wholly within the metropolitan area. ~~Two~~ ^{THREE} voting members shall be appointed by the
24 governor. ~~Two~~ voting members shall be designated as follows:

25 (1) ~~one~~ ^{one} member of the senate who is elected from a district, of which
26 more than 50 percent is located within the metropolitan area, and who is designated by
27 the president of the senate; a person who is designated to serve as a member of the
28 policy board of a metropolitan planning organization under this paragraph may not
29 receive compensation for service on the metropolitan planning organization; and

30 (2) one member of the house of representatives who is elected from a
31 district, of which more than 50 percent is located within the metropolitan area, and

1 who is designated by the speaker of the house of representatives; a person who is
 2 designated to serve as a member of the policy board of a metropolitan planning
 3 organization under this paragraph may not receive compensation for service on the
 4 metropolitan planning organization.

5 ~~(b)~~ (c) The governor may appoint an additional voting member to the policy
 6 board of a metropolitan planning organization that is subject to (a) of this section to
 7 represent a private entity that administers or operates a major mode of transportation
 8 within the metropolitan area.

9 ~~(c)~~ (d) The governor may appoint additional nonvoting members to the policy
 10 board of a metropolitan planning organization that is subject to (a) of this section, if
 11 the additional nonvoting members are authorized in the agreement between the
 12 governor and the participating local governments that designates the metropolitan
 13 planning organization.

14 **Sec. 19.20.220. Approval of local transportation improvement plan.** The
 15 governor may approve a transportation improvement plan or an amendment to a
 16 transportation improvement plan prepared by a metropolitan planning organization if
 17 the plan is consistent with applicable federal law and regulation and the policy board
 18 of the metropolitan planning organization is organized in accordance with applicable
 19 provisions of AS 19.20.210.

20 * **Sec. 3.** The uncodified law of the State of Alaska is amended by adding a new section to
 21 read:

22 POLICY BOARD OF THE METROPOLITAN PLANNING ORGANIZATION FOR
 23 THE ANCHORAGE METROPOLITAN AREA. (a) The governor shall enter into a
 24 agreement with the Municipality of Anchorage to restructure the policy board of the
 25 metropolitan planning organization for the Anchorage metropolitan area in conformance with
 26 AS 19.20.210, added by sec. 2 of this Act, and with applicable federal law and regulation.

27 (b) It is the intent of the legislature that the membership of the policy board of the
 28 current metropolitan planning organization for the Anchorage metropolitan area (known as
 29 AMATS) be restructured in accordance with this Act in a manner that does not constitute a
 30 redesignation of the metropolitan planning organization under federal law.

31 * **Sec. 4.** Section 1 of this Act takes effect immediately under AS 01.10.070(c).

1 * Sec. 5. Section 2 of this Act takes effect July 1, 2005.

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
FAX (907) 465-3872

Senate District N

CS for Senate Bill 260 (TRA) am: Metropolitan Planning Organizations

Federal transportation planning regulations require the designation of metropolitan planning organizations (MPO) for urbanized areas with a population of at least 50,000. The current regulations provide the latitude for states and MPOs to establish the voting membership of the policy body, encouraging participation and cooperation by local elected officials, transportation officials and appropriate state officials. The membership of policy committees vary across the United States, some of which include state legislators.

Alaska currently has two federally designated metropolitan planning organizations: the Fairbanks Metropolitan Area Transportation System (FMATS) and the Anchorage Metropolitan Area Transportation Solutions (AMATS). The Committee Substitute for Senate Bill 260 (TRA) am, establishes metropolitan planning organizations (MPO) and the makeup of the policy committee for the Anchorage Metropolitan Planning Organizations under state statute. The bill also improves Alaska's highway planning statutes by streamlining the design requirement for highway upgrades and new construction projects within an MPO.

The AMATS policy committee currently consists of five members: the Mayor of Anchorage, two members of the Anchorage Assembly, and representatives from both the State Departments of Transportation and Environmental Conservation. To broaden the representation for Anchorage residents by the policy committee, the CS for Senate Bill 260 adds two Anchorage-area legislators, one member each from the senate and house. It also provides the Governor the flexibility to appoint additional voting and non-voting members in the future, which is consistent with federal policy.

The Anchorage MPO policy committee has programmed over \$1.2 billion in federal funding for transportation projects, including state and municipal roads projects, since 1981. The current process of prioritizing and allocating this funding for transportation projects within Anchorage is difficult to understand and has long been the source of discontent among Anchorage residents. It's time to change the process to better address Anchorage's transportation needs and to be more responsive to the needs of the community.

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
FAX (907) 465-3872

Senate District N

Sectional Analysis CS for Senate Bill 260 (TRA) am

Section 1 amends A.S. 19.10.160 to improve the planning requirements of major transportation projects for Fairbanks and Anchorage. Current statute requires planning for major highway upgrades and new construction projects to be designed to adequately serve planned future traffic over a certain time period once the project construction has been completed. Since the planning and design phase and the environmental requirements can take several years, this requirement is difficult to achieve. The amended bill modifies this planning language so that designing transportation projects is more practical.

Section 2 amends AS 19.20 by adding the following new sections:

Sec. 19.20.200. Establishment of metropolitan planning organizations. This section defines metropolitan planning organizations as an urbanized area with a population of more than 50,000 persons when required for participation in a federal transportation program.

Sec. 19.20.210. Membership of the policy boards of metropolitan planning organizations. This section establishes the composition of the policy board to consist of at least seven voting members: two members who are Anchorage-area legislators, three who are designated by the municipalities within the MPO, and two members who are appointed by the Governor. This section also provides the Governor the flexibility to appoint additional voting and nonvoting members to the policy board, if needed in the future, which is consistent with federal code.

Sec. 19.20.220. Approval of local transportation improvement plan. This section allows the Governor to approve a Transportation Improvement Program (TIP) or TIP amendment prepared by an MPO policy board that is organized in accordance with the applicable provisions of AS 19.20.220.

Section 3 adds a new section to the uncodified law stating that the governor shall enter into an agreement with the Municipality of Anchorage to restructure the policy board for the Anchorage metropolitan area in conformance with AS 19.20.210. It also adds intent language that the restructuring be done in a manner that does not constitute a redesignation of the Anchorage MPO under federal law.

Section 4 provides an immediate effective date for section 1 of this bill.

Section 5 provides an effective date of July 1, 2005 for Section 2 of this bill.

FISCAL NOTE

STATE OF ALASKA
2004 LEGISLATIVE SESSION

Fiscal Note Number: _____
Bill Version: SB 260
() Publish Date: _____

Revision Date/Time (Note if correction): _____ Dept. Affected: DCED
Title Metropolitan Planning Organizations RDU Comm Assist & Ec Dev (119)
Component Community Advocacy
Sponsor Senator Ben Stevens
Requester Senate Community & Regional Affairs Component No. 2743

Expenditures/Revenues (Thousands of Dollars)
Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
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)

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 (FY2004) cost: 0.0
Mark this box (X) if funding for this bill is included in the Governor's FY 2005 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

This legislation establishes a metropolitan planning organization for Anchorage and designates membership. It has no fiscal impact on the operations of the division.

Prepared by: Gene Kane, Director Phone (907) 269-4580
Division: Community Advocacy Date/Time 2/6/04 12:41 PM
Approved by: Edgar Blatchford, Commissioner Date 2/6/2004
Agency: Department of Community & Economic Development

FISCAL NOTE

STATE OF ALASKA
2004 LEGISLATIVE SESSION

Fiscal Note Number: _____
 Bill Version: SB260-DOT-CO-1-29-04
 () Publish Date: _____

Revision Date/Time (Note if correction): _____ Dept. Affected: DOT&PF
 Title An Act relating to municipal planning RDU Administration & Support
 organizations _____ Component Commissioner's Office
 Sponsor B. Stevens _____
 Requester _____ Component No. 530

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
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						
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CHANGE IN REVENUES ()						
------------------------	--	--	--	--	--	--

FUND SOURCE (Thousands of Dollars)

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 (FY2004) cost: 0.0
 Mark this box (X) if funding for this bill is included in the Governor's FY 2005 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

Prepared by: John MacKinnon Phone 465-6973
 Division: Deputy Commissioner Date/Time 1/29/04 4:31 PM
 Approved by: John MacKinnon for Mike Barton, Commissioner Date 1/29/2004
 Agency: Department of Transportation and Public Facilities

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Administration

Alaska Division

www.fhwa.dot.gov/akdiv

P.O. Box 21648
Juneau, Alaska 99802-1648
907-586-7418

February 22, 2001

HDA-AK
Adm-Gen 11

Senator Randy Phillips
State Capitol, Room 103
Juneau, AK 99801-1182

RECEIVED

MAR 19 2001

Senate Finance
Committee

Dear Senator Phillips:

Thank you for your phone call of February 22. You specifically asked "Is there anything in Federal law precluding participation of State Legislators on the AMATS Policy Board." We offer the following for your consideration:

The Federal regulations on MPO membership are contained in Title 23 CFR Section 450.306. In general, they provide considerable flexibility in recognition of the variation in local government authority across the United States and the need to give each State and its local officials the flexibility to determine the institutional form of each MPO. Providing the provisions of Title 23 CFR Section 450 are followed, Federal regulations do not preclude the participation of State legislators on the AMATS Policy Board.

Sincerely,

David C. Miller
Division Administrator

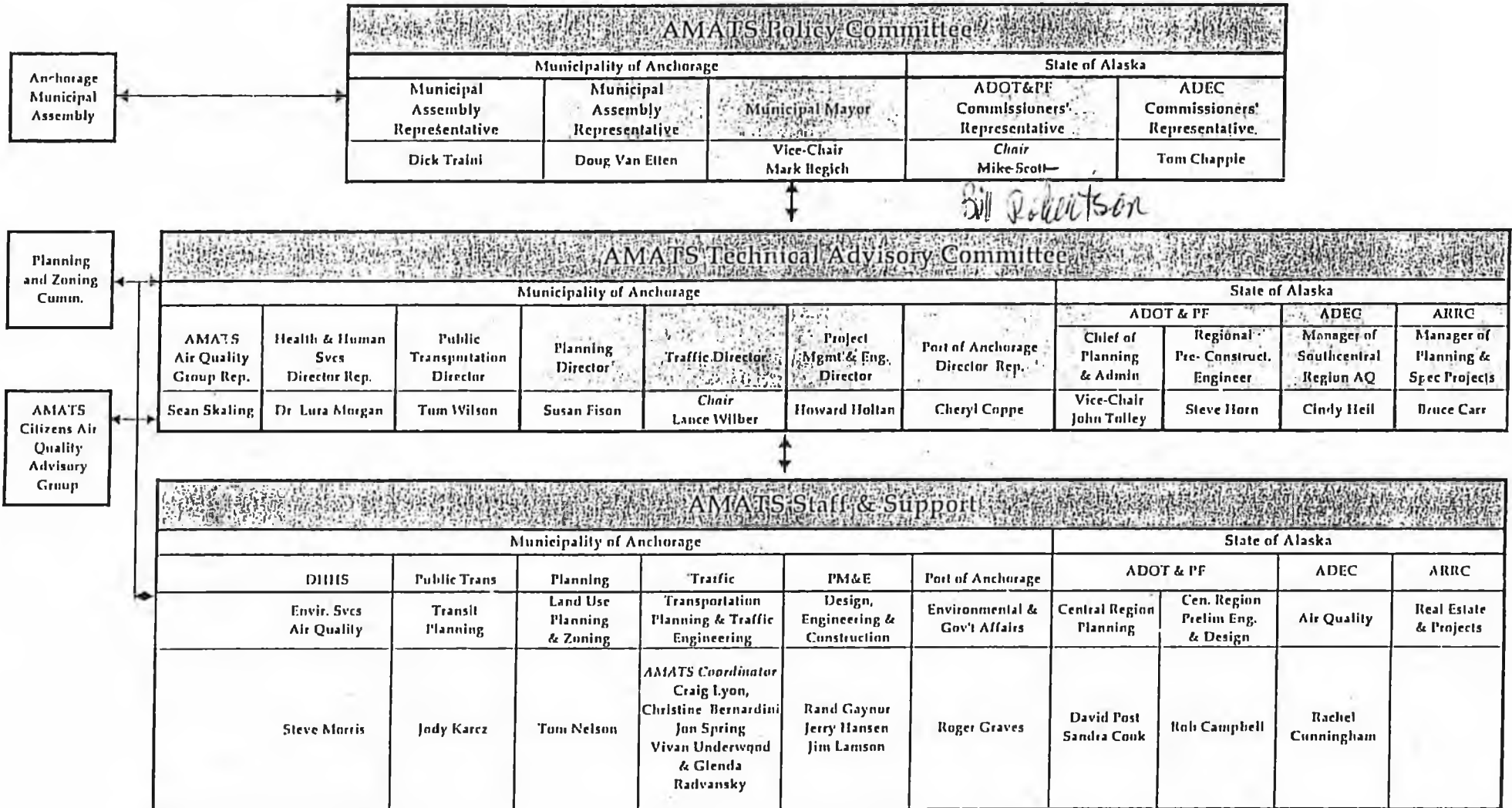
FEDERAL HIGHWAY PROGRAM - ADOT&PF
DRAFT REPORT OF NET OBLIGATIONS
FFY81-FFY03

FISCAL YEAR	NHS ANCHORAGE	NON-NHS ANCHORAGE	ANCHORAGE	% OF STATEWIDE	CENTRAL	% OF STATEWIDE	STATEWIDE
81	\$36,672,000	\$7,372,000	\$44,044,000	30.4%	\$65,295,598	45.0%	\$145,101,328
82	\$13,780,000	\$9,547,000	\$23,327,000	21.6%	\$48,637,800	45.0%	\$108,084,000
83	\$55,906,000	\$14,538,000	\$70,444,000	47.6%	\$83,920,000	56.7%	\$147,914,431
84	(\$1,951,000)	\$35,453,000	\$33,502,000	21.8%	\$78,378,000	50.9%	\$153,835,509
85	\$21,820,000	\$42,326,000	\$64,146,000	40.3%	\$65,994,920	41.4%	\$159,363,306
86	\$20,000,000	\$21,300,000	\$41,300,000	27.3%	\$62,287,166	41.2%	\$151,150,323
87	\$44,400,000	\$16,800,000	\$61,200,000	40.2%	\$66,332,534	43.5%	\$152,396,403
88	\$1,300,000	\$44,300,000	\$45,600,000	34.4%	\$56,926,235	42.9%	\$132,653,576
89	\$18,000,000	\$27,000,000	\$45,000,000	31.0%	\$50,397,727	34.7%	\$145,290,927
90	\$45,339,209	\$20,450,556	\$65,789,765	43.8%	\$67,276,715	44.8%	\$150,269,333
91	\$7,942,800	\$20,011,500	\$27,954,300	15.8%	\$78,633,123	44.5%	\$176,523,889
92	\$48,429,487	\$9,072,832	\$57,502,319	27.2%	\$84,224,427	39.9%	\$211,137,939
93	\$38,461,400	\$8,713,900	\$47,175,300	25.8%	\$84,590,437	46.2%	\$183,032,721
94	\$11,004,005	\$17,505,336	\$28,509,341	12.8%	\$98,532,700	44.2%	\$223,063,500
95	\$22,968,143	\$18,013,787	\$40,981,930	18.4%	\$98,532,700	44.2%	\$223,063,500
96	\$3,315,305	\$20,112,291	\$23,427,596	10.9%	\$122,631,426	57.0%	\$215,107,738
97	\$13,620,444	\$20,939,060	\$34,559,504	16.9%	\$80,862,276	39.5%	\$204,930,257
98	\$33,995,440	\$16,757,483	\$50,752,923	17.8%	\$130,004,016	45.6%	\$285,010,332
99	\$16,576,996	\$22,294,905	\$38,871,901	12.9%	\$148,983,844	49.3%	\$301,984,992
2000	\$29,548,838	\$37,806,882	\$67,355,720	22.8%	\$176,523,796	59.7%	\$295,793,040
2001	\$22,993,406	\$41,621,915	\$64,615,321	20.9%	\$207,100,021	67.0%	\$309,246,538
2002	\$9,565,097	\$45,872,708	\$55,437,805	16.9%	\$154,000,948	47.0%	\$327,611,853
2003	\$24,370,022	\$27,085,821	\$51,455,843	20.1%	\$157,039,768	61.3%	\$256,225,689
2004	\$14,250,000	\$40,977,000	\$55,227,000	16.2%	\$167,804,400	49.4%	\$340,000,000
2005	\$29,450,000	\$40,977,000	\$70,427,000	20.7%	\$110,726,400	32.6%	\$340,000,000
2006	\$2,650,000	\$46,961,000	\$49,611,000	13.0%	\$140,164,300	36.7%	\$382,000,000
TOTAL			\$1,258,217,568	22.0%	\$2,685,801,277	46.9%	\$5,720,791,124

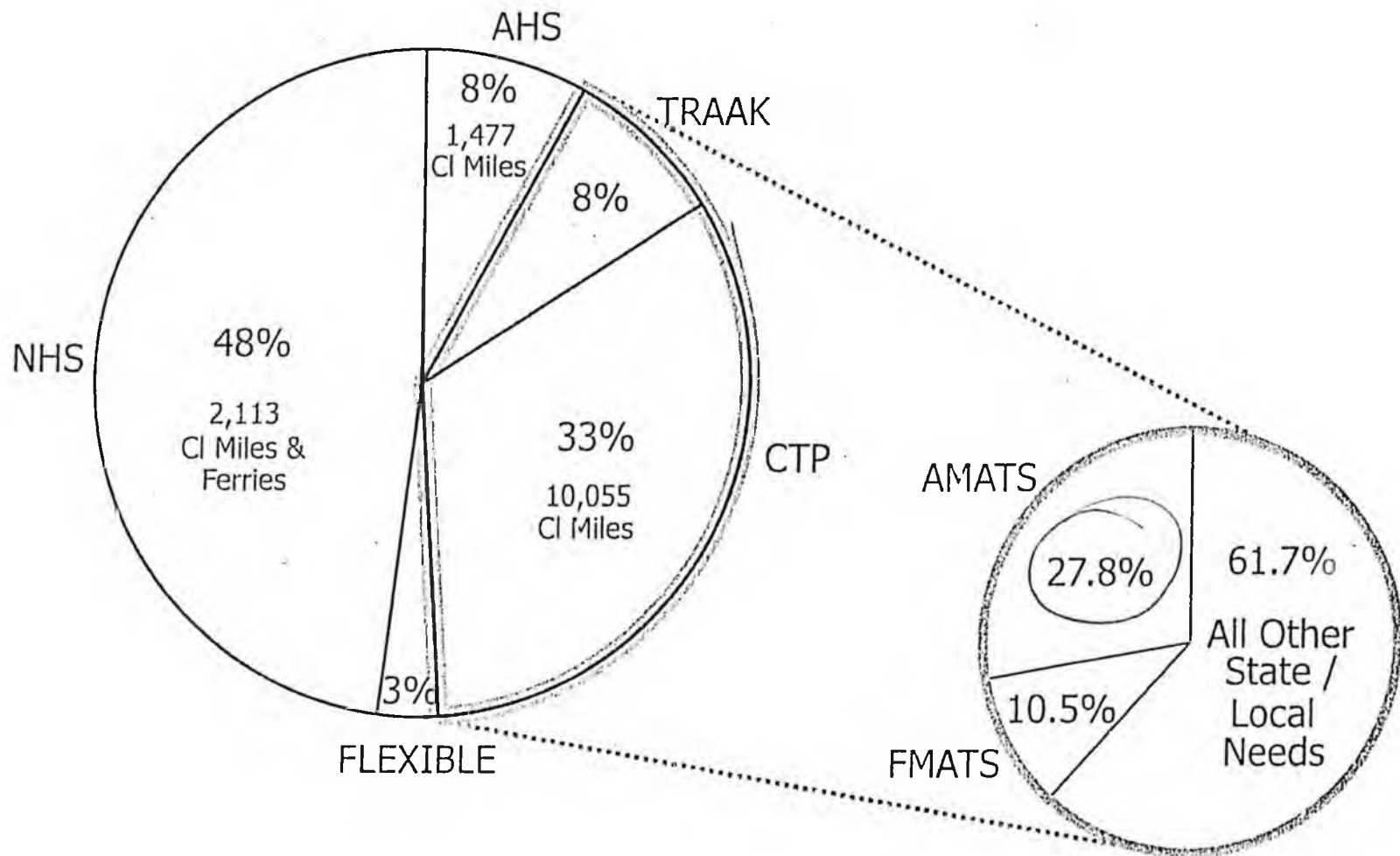
SOURCES: STATEWIDE; 81 THROUGH 93; D. MICKLE (DOT&PF HQ) 12/28/93
CENTRAL; 81 THROUGH 82; J. BOWDEN ESTIMATE (DOT&PF CE) 12/28/93
CENTRAL; 83 THROUGH 84; J. BOWDEN (DOT&PF CE) 12/28/93
CENTRAL; 85 THROUGH 93; D. MICKLE (DOT&PF HQ) 12/28/93
ANCHORAGE; 81 THROUGH 85; S. VAN HORN (DOT&PF CE) 2/13/85
ANCHORAGE; 86 THROUGH 89; P. McNEES (DOT&PF CE) 1/5/90
ANCHORAGE; 90 THROUGH 93; L. MITCHELL & M. MAYO (DOT&PF CE) 1/4/93
ALL COLUMNS; 94 YEAR END STIP; 12/31/94
ALL COLUMNS; 95 YEAR END STIP; 1/31/96
96-98 ALL COLUMNS; ORACLE FROM J.VANHORN, DONE BY J. WILSON & L. JANKOWSKI (DOT&PF CE) 11/27/98
99-03 ALL COLUMNS FROM ORACLE FROM J. WITT 1/27/04
04-06 ALL COLUMNS BASED ON PROJECTED FUNDING IN TIP AND STIP

Anchorage Metropolitan Area Transportation Solutions

AMATS Organizational Chart



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



budgets now in place were based on the outdated MOBILE5 emission model from EPA.

EPA has changed the computer model used to predict air emissions levels from transportation activity. The EPA model, known as "Mobile" has changed to version 6 (known as MOBILE6). There are enough differences between version 5 and 6 that you can't reliably compare a list of new projects against the emissions calculated with the previous model for the baseline condition.

EPA regulations require the use of the new version of the model starting in January 2004. Alaska Department of Environmental Conservation staff note that we must update the baseline emissions inventory with the new model. Otherwise, the LRTPs (long range transportation plan) and TIPs will not demonstrate conformity, and funding for new projects in 2004 are most likely in jeopardy.

Options for updating the air emissions budget

There are two options to update the emission budgets:

- Revise the SIP using the new model to update the budget used to demonstrate attainment;
- Prepare a Maintenance Plan using the new model to establish a new budget.

The Municipality of Anchorage, Fairbanks North Star Borough, and the Department of Environmental Conservation plan to update the air emissions budgets for each community by preparing a new Maintenance Plan. They predict completion of the Maintenance Plans and approval of the emission budgets no later than April 2004. This leaves a gap of up to four months between the time when MOBILE6 must be used in conformity analyses and when the new emission budgets will

be available for use. Conformity determinations conducted during that period will exceed the budgeted air emissions.

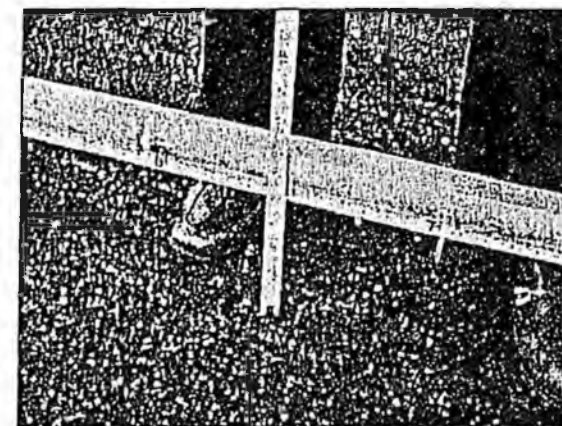
Except for projects that are exempt from air quality conformity, this means that no new work may be authorized in the non-attainment areas during the possible 4 months lapse.

New CMAQ project selection criteria
Project selection process for the Statewide Congestion Mitigation and Air Quality funds will be adopted separately.

Dividing the STIP funds between MPOs and other communities

Special status of urbanized areas – Fairbanks and Anchorage

The manner in which funding is allocated and projects are selected within urban areas over 50,000 population differs from other areas of the state. This difference is based on requirements for communities with a population greater than 50,000 in a federally designated urbanized area. This designation is based on both total



Pavement rut depth of nearly 4" due to studded tire wear. In 2003 state law was changed to require a tax on tires, intended in part, to provide funds to repair such damage.

population and relative density per square mile. The determination about whether an area is urbanized is made by the US Census Bureau, and then the state and the affected local governments must work together to establish an MPO (Metropolitan Planning Organization). The state allocates a portion of the federal transportation funds to each MPO.

All MPOs including AMATS (Anchorage Metropolitan Area Transportation Solutions) and FMATS (Fairbanks Metropolitan Area Transportation System) are empowered under federal rules to select their own list of transportation projects within the MPO boundary, except for National Highway System projects.

Both AMATS and FMATS prepare a Transportation Improvement Program (TIP) based on all funding sources available to the MPO. Like the state as a whole, the dominant sources of funds for surface transportation in both AMATS and FMATS is a share of the federal funds that flow from the federal program to Alaska DOT&PF.

Anchorage

AMATS, using a process very similar to the state, prepares a Transportation Improvement Program (TIP) based on all funding sources available to AMATS. Like the state as a whole, the dominant source of funds for surface transportation in AMATS is the federal funds that flow from TEA-21.

AMATS also prepares a Needs List and follows a public review process similar to the Department's. If you have questions about a project in Anchorage or the AMATS planning process contact the AMATS office at the number shown on the inside front cover.

Fairbanks

The Fairbanks urbanized area was federally designated on May 1, 2002 and formally established as an MPO in May

2003. For purposes of surface transportation program development, Fairbanks is now similar to Anchorage. Beginning in FFY 2004 the Fairbanks MPO (FMATS) will receive a STIP funding allocation for use in the MPO-boundary area. The new MPO must have an approved long-range transportation plan and planning process established, before it can directly select projects. This is anticipated by FFY 2006.

Until Fairbanks completes a long-range transportation plan, Alaska DOT&PF will prepare Fairbanks project schedules in the STIP as follows:

- The Alaska DOT, consulting with the new Fairbanks MPO, will select surface transportation projects (other than National Highway System and bridge projects) within the boundaries of the metropolitan planning area.
- Funding for the surface transportation projects selected on behalf of the Fairbanks MPO will come from an allocation in the STIP.
- With the development of the new STIP for FFY 2006 – 2008 the MPO will prepare it's own TIP.

The new formula for sharing STIP funds with MPOs

The new state transportation regulations (17 AAC 05) guide the department in determining the level of funding to be allocated to the urbanized areas of the state in Anchorage and Fairbanks. Criteria to be considered when making this calculation may include one or more of the following included in 17 AAC 05.150(b):

- (1) *the number of lane miles of existing and proposed highways and roads in each metropolitan planning area as compared to the remainder of the state;*

- (2) *the geometric and functional deficiencies of highways and roads in each metropolitan planning area as compared to the remainder of the state;*
- (3) *the number of miles of sidewalks, trails, and waysides in each metropolitan planning area as compared to the remainder of the state;*
- (4) *the number of vehicle miles traveled or traffic congestion in each metropolitan planning area as compared to the remainder of the state;*
- (5) *the number and severity of traffic accidents in each metropolitan planning area as compared to the remainder of the state;*
- (6) *the capacity of the tax and employment base to contribute local money to the cost of surface transportation within each metropolitan planning area as compared to the remainder of the state;*
- (7) *the population within each metropolitan planning area as compared to the remainder of the state;*
- (8) *the degree of unmet need for new or improved transportation features within each metropolitan planning area as compared to the remainder of the state;*
- (9) *consideration of the unmet needs for minority and low-income population in each metropolitan planning area compared to the remainder of the state.*

The department circulated a formula for allocating funds to both MPOs using comparisons based on the preceding criteria. This formula used several types of readily available

data to compare the relative need between urban and less developed areas.

With the widely available data, the following five formula factors and relative weights are proposed:

- (10%) Population: All things equal, more people need more lanes and higher class systems
- (40%) Centerline Miles: The existing system is an important investment and must be kept in usable, safe condition.
- (10%) Major Accidents (major injury and fatalities): An indicator of both poor roadway geometry and high intensity of use.
- (20%) Total Accidents: An indicator of both high VMT and system inadequacies.
- (20%) Lane Mile Burden: Based on total lane miles¹ and ratio of lane miles to population. (Recognizes Alaska has vast land area but small population, hence limited tax capacity relative to local system size should not be penalized.)

Using statistics for both boroughs that contain the two MPOs, and data for the remainder of the state, the result is that entire Municipality of Anchorage would garner 27.75% and Fairbanks North Star Borough 10.55%. Both of these borough-wide calculations must be further reduced to account for the smaller geographic footprint within each borough occupied by the MPO boundary. For this final adjustment, population was chosen as the method of division.

¹ In fact centerline equivalents are used for this calculation due to inadequate data concerning lane miles across the entire state.

Applying the MPO allocation formula to Anticipated
Federal Funds for 2004 to 2006
(In thousands)

AMATS	2004	2005	2006
Total:	\$44,477.4	\$44,477.4	\$53,343.3
CTP	31,935.5	31,935.5	36,966.6
TRAAK	3,452.5	3,452.5	3,996.4
Flexible	2,589.4	2,589.4	2,997.8
Prev. Maint.	4,000.0*	3,500.0	6,382.5
CMAQ	3,000.0	3,000.0	3,000.0

*Additional funds were made available by not using formula funding for Emergency Repairs in 2004. In the STIP, this is \$4,000.0.

FMATS	2004	2005	2006
Total:	\$18,997.4	\$18,509.9	\$20,815.6
CTP	7,891.8	7,891.8	9,135.1
TRAAK	853.2	853.2	987.6
Flexible	639.9	639.9	740.7
Prev. Maint.	1,500.0	1,500.0	1,577.2
CMAQ	2,000.0	2,000.0	2,000.0
75% of On-going Projects	6,112.5	5,625.0	6,375.0

The above tables are based on predicted funding targets for the various program categories during FFY 2004 – 2006. For each federal fiscal year (FFY) the total of CTP, TRAAK and Flexible funds is multiplied by the derived MPO formula.

As the funding that goes to the MPOs is a percentage of actual federal funds received, these allocations will be adjusted to reflect the final values made available to the state, using the same ratios.

For both MPOs, the allocation formula was also applied to the Flexible 3% portion of the STIP. Additionally, a category of preventative maintenance and CMAQ funds was sub-allocated to both MPOs.

For FMATS additional money was allocated to help the transition covering 75% of the cost of two large on-going projects already begun in that community—University Avenue Widening and Illinois-Barnette & Bridge. Both of these projects are time traps as well.

In addition, both MPOs are eligible for HSIP (highway safety improvement program) funds, and can also compete for statewide CMAQ funds.

Is this allocation equitable?

Outside Alaska, the other 49 states derive funding to the MPOs in their jurisdiction based on a national formula established in federal law. Were this same formula applicable to Alaska (federal law exempts Alaska at present time) the funds allocated to the MPOs would be about 20% of the amount allocated in the formula developed by Alaska DOT.

Another method of comparison is to evaluate the allocations by ratios to population served and existing extent of the road network in each area. By these comparisons, the two MPOs both receive substantially more funding per centerline mile of existing road than the remainder of the state. On a per capita basis, the FMATS MPO is above the remainder of the state, and AMATS receives less on this basis. These comparisons do not include federal funds allocated to the NHS or AHS, nor earmarks and other non-flexible funds such as transit or ferry funding.

Comparison of Average of 2004 & 2005 Federal Formula Funds Allocation by Population and Centerline Mile

Area	\$ Per CL Mile	\$ Per Capita
AMATS	\$32,946	\$172.61
FMATS	\$18,172	\$267.27
Non-MPO	\$11,570	\$215.60

Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) is the application of computers, communications, and sensor technology to the transportation system. Used effectively, ITS opens the door to new ways of understanding, operating, expanding, refining, reconfiguring and using the transportation system. To date, Congress has provided significant earmarks of ITS funds for Alaska.



FHWA final rule/FTA policy on ITS:

On January 8, 2001 the US DOT published two important and related documents in the Federal Register: The FHWA Final Rule on the National ITS Architecture and the FTA's Policy on the National ITS Architecture. The Rule/Policy implements Section 5206(e) of TEA-21, which requires that all ITS project funded from the Highway Trust Fund be in conformance with the National ITS Architecture and National ITS Standards.

The National ITS Architecture is a common framework that defines the system components, key functions, organizations involved in developing an architecture, and the type of information to be shared between organizations and between parts of the system. Because it's unlikely that the entire National ITS Architecture would be fully implemented, the

Rule/Policy requires that the National ITS Architecture be used to develop a regional ITS architecture. Currently, the ADOT&PF have implemented a statewide architecture called the *Alaska Iways Architecture Implementation*.

Alaska ITS program: iways

The ADOT&PF adopted *iways* as a user-friendly term for ITS. "i" stands for integration, intelligence, internet and information. "ways" is multi-modal to include air, sea and roadways since Alaska is reliant on all modes of travel.

Iways applications

Following are significant near-term applications in Alaska:

- ◆ Road Weather Information Systems (RWIS): RWIS are road weather sensors along the state highway corridors that maintenance personnel use to determine deicing and snow removal operations. Information is also available to the public for real-time road condition information. The information on this web site has rapidly become one of the most visited.
- ◆ 511 Travel In the Know: Near real-time and real-time travel information is available on the web or by phone. The public can access <http://511.Alaska.gov> on the web or dial 5-1-1 anywhere in the state to get urgent reports, driving conditions, roadwork, ferry arrival/departure information and more.
- ◆ ITS/CVO: Advanced technology is improving commercial vehicle operations (CVO). The Infra-Red Inspection System (IRIS) is a mobile inspection van using optical scanning technology. Inspectors use IRIS to make accurate, on the spot determination of malfunctioning braking systems.
- ◆ Land Mobile Radio Communications (LMRS): Land mobile radios will improve communications among transportation maintenance personnel and other agencies during emergency situations.

Glossary of Terms

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.

AC or Advance Construction – This is a financial tool permitted under FHWA rules. With approval of the FHWA the state may begin a federally funded project early, prior to the availability of federal funds to reimburse the project. With this flexibility the state can construct a federally eligible project one or more years before reimbursement, taking advantage of federal funds prior to their availability.

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 Solutions – 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 federal surface transportation law.

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 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.

ARRC – Alaska Railroad Corporation – a state owned agency responsible for management and operation of the Alaska Railroad.

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 federal 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.

CMAQ – Congestion Mitigation/Air Quality – A specific funding program targeted to reducing air pollutants in nonattainment areas, specifically Anchorage, Eagle River, Fairbanks and Juneau.

Community Access Projects – Priority projects that have been defined to improve community connectivity to the state's transportation networks, improving the movement of people and goods, strengthening local economies and taking advantage of local infrastructure proximity. Funding may include STIP funds or other sources.

Conformity – A federally required process used to ascertain if proposed transportation plans or projects will reduce emissions of pollutants in areas that 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, remote, ITS and transit.

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

Earmark – Earmark or earmarked projects have been selected during the Congressional approval process as to funding amount, purpose and geographic location. The state has no authority to change these requirements.

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.

ER or Emergency Repair—Special federal funding allocated to projects that repair damage caused by natural disaster. We are waiting for reimbursement of expenditures for the Denali Earthquake damage to our highways. Federal appropriations in 2003 were not sufficient to cover the nationwide natural disasters and therefore, Alaska is delaying reimbursement of the Emergency Repairs until additional federal funds are appropriated.

Forest 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 2004 is the period October 1, 2003 – September 30, 2004.

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

FMATS - Fairbanks Metropolitan Area Transportation System – A joint local-state planning and programming organization, designated as the Metropolitan Planning Organization for the North Star Borough and Cities of Fairbanks and North Pole. The MPO is charged with developing a Transportation Improvement Program for the Fairbanks urbanized area in compliance with the current federal surface transportation law.

FRA – Federal Railroad 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.

Industrial Access Projects—Priority projects identified to enhance the state's economic development through transportation infrastructure investment. Funding may be STIP or other sources.

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, and 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.

MPO – Metropolitan Planning Organization – The forum for cooperative transportation decision making for an urbanized area involving multiple government agencies. In Alaska, Anchorage and Fairbanks are the only MPOs, known as AMATS and FMATS respectively.

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.

Non-metropolitan consultation rule – changes to federal regulations (23 CFR 450) were instituted in February 2003 requiring states to institute new procedures for consulting with non-metropolitan area local officials on transportation planning issues, including the Statewide Transportation Plan (SWTP) and the Statewide Transportation Improvement Program. These new procedures must be adopted by ADOT&PF by February 24, 2004.

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 managers from the Alaska Department of Transportation and Public Facilities. There is a board for surface transportation and another for aviation.

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, Prince William Sound and Yukon-Kuskokwim Area Plans are complete. The Northwest Area Transportation Plan will be complete after public review is finished and assimilated. The Southeast Alaska Transportation Plan is being updated.

SHAKWAK/Alaska – Otherwise unusable federal program authorization transferred to a special fund. These funds do not require state match and have no expiration date. SHAKWAK funds, by federal law, are limited to projects for the AMHS and Haines Highway.

SHAKWAK/Canada – Special funds available for use on the Alaska Highway and Haines Cutoff in Canada. These funds do not decrease Alaska's share of federal-aid highway funding.

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.

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 are developed. 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.

TCSP – Transportation and Community and System Preservation Program – A discretionary grant program providing funds for comprehensive initiative of research and grants to investigate the relationships between transportation and community and system preservation and private sector-based initiatives.

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 and has been extended until March 1, 2004.

TIP – Transportation Improvement Program – A subset of the STIP developed by AMATS or FMATS for transportation projects within the MPO boundary.

"Time Trap" – By federal highway regulations, a project must proceed to the earlier of construction or right of way acquisition within 10 years. The consequences are that the state may have to repay any expenditures that have been reimbursed.

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.

code of federal regulations

Serrano

Highways

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Revised as of April 1, 1999

CONTAINING
A CODIFICATION OF DOCUMENTS
OF GENERAL APPLICABILITY
AND FUTURE EFFECT
AS OF APRIL 1, 1999

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meet, to an acceptable degree, the requirements of 23 U.S.C. 135 and these regulations (including subpart C where a metropolitan TIP is involved), they will approve the STIP. Approval action will take one of the following forms, as appropriate:

(1) Joint approval of the STIP;

(2) Joint approval of the STIP subject to certain corrective actions being taken;

(3) Joint approval of the STIP as the basis for approval of identified categories of projects; and/or

(4) Under special circumstances, joint approval of a partial STIP covering only a portion of the State.

(d) The joint approval period for a new STIP or amended STIP will not exceed two years. Where the State demonstrates that extenuating circumstances will delay the submittal of a new STIP or amended STIP for approval, FHWA and FTA will consider and take appropriate action on requests to extend the approval beyond two years for all or part of the STIP for a limited period of time. Where the request involves projects in a metropolitan planning area(s), the affected MPO(s) must concur in the request and if the delay was due to the development and approval of the TIP, the affected MPO(s) must provide supporting information for the request. If non-attainment and/or maintenance areas are involved, a request for an extension cannot be granted if the conformity determination on the TIP is no longer valid under EPA's conformity regulations (40 CFR part 51).

(e) If, upon review, the FHWA and the FTA Administrators jointly determine that the STIP or amendment does not substantially meet the requirements of 23 U.S.C. 135 and this part for any identified categories of projects, they will not approve the STIP.

(f) The FHWA and the FTA will notify the State of actions taken under this section.

(g) Where necessary in order to maintain or establish operations, the Federal Transit Administrator and/or the Federal Highway Administrator may approve operating assistance for specific projects or programs even though the projects or programs may not be included in an approved STIP.

§ 450.222 Project selection for implementation.

(a) Except as provided in §§ 450.220(f) and 450.216(a)(7), only projects included in the Federally approved STIP shall be eligible for funds administered by the FHWA or the FTA.

(b) In metropolitan planning areas, transportation projects requiring title 23 or Federal Transit Act funds administered by the FHWA or the FTA shall be selected in accordance with procedures established pursuant to the project selection portion of the metropolitan planning regulation in subpart C of this part.

(c) Outside metropolitan planning areas, transportation projects undertaken on the National Highway System with title 23 funds and under the bridge and Interstate maintenance programs shall be selected by the State in consultation with the affected local officials. Federal lands highway projects shall be selected in accordance with 23 U.S.C. 204. Other transportation projects undertaken with funds administered by the FHWA shall be selected by the State in cooperation with the affected local officials, and projects undertaken with Federal Transit Act funds shall be selected by the State in cooperation with the appropriate affected local officials and transit operators.

(d) The projects in the first year of an approved STIP shall constitute an "agreed to" list of projects for subsequent scheduling and implementation. No further project selection action is required for the implementing agency to proceed with these projects except that if appropriated Federal funds available are significantly less than the authorized amounts, § 450.332(c) provides for a revised list of "agreed to" projects to be developed upon the request of the State, MPO, or transit operators. If an implementing agency wishes to proceed with a project in the second and third year of the STIP, the specific project selection procedures stated in paragraphs (b) and (c) of this section must be used. Expedited selection procedures which provide for the advancement of projects from the second or third years of the STIP may be used if agreed to by all the parties involved in the selection.

§ 450.224 Phase-in of new requirements.

The State shall, by January 1, 1995, identify the official statewide transportation plan, described under § 450.214, to be used as a basis for subsequently approved STIPs. Until such a plan is identified, but no later than January 1, 1995, the State may identify existing plans and policies which can serve as the official interim plan. STIP development shall be based upon a transportation plan which serves as the official plan (including an interim plan, if appropriate, prior to January 1, 1995, provided that all factors identified in § 450.208 are considered).

Subpart C—Metropolitan Transportation Planning and Programming

§ 450.300 Purpose.

The purpose of this subpart is to implement 23 U.S.C. 134 and section 8 of the Federal Transit Act, as amended, which require that a Metropolitan Planning Organization (MPO) be designated for each urbanized area and that the metropolitan area has a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and supports metropolitan community development and social goals. These plans and programs shall lead to the development and operation of an integrated, intermodal transportation system that facilitates the efficient, economic movement of people and goods.

§ 450.302 Applicability.

The provisions of this subpart are applicable to agencies involved in the transportation planning, program development, and project selection processes in metropolitan planning areas.

§ 450.304 Definitions.

Except as otherwise provided in subpart A of this part, terms defined in 23 U.S.C. 101(a) are used in this part as so defined.

§ 450.306 Metropolitan planning organization: Designations and redesignation.

(a) Designations of metropolitan planning organizations (MPOs) made after December 18, 1991, shall be by agreement among the Governor(s) and units of general purpose local governments representing 75 percent of the affected metropolitan population (including the central city or cities as defined by the Bureau of the Census), or in accordance with procedures established by applicable State or local law. To the extent possible, only one MPO shall be designated for each UZA or group of contiguous UZAs. More than one MPO may be designated within an UZA only if the Governor(s) determines that the size and complexity of the UZA make designation of more than one MPO appropriate.

(b) The designation shall clearly identify the policy body that is the forum for cooperative decisionmaking that will be taking the required approval actions as the MPO.

(c) To the extent possible, the MPO designated should be established under specific State legislation, State enabling legislation, or by interstate compact, and shall have authority to carry out metropolitan transportation planning.

(d) Redesignation (designation of a new MPO(s) to replace an existing MPO) shall occur by agreement of the Governor and affected local units of government representing 75 percent of the population in the entire metropolitan area. The central city(ies) must be among the units of local government agreeing to the redesignation.

(e) Nothing in this subpart shall be deemed to prohibit the MPO from utilizing the staff resources of other agencies to carry out selected elements of the planning process.

(f) Existing MPO designations remain valid until a new MPO is redesignated, unless revoked by the Governor and local units of government representing 75 percent of the population in the area served by the existing MPO (the central city(ies) must be among those desiring to revoke the MPO designation), or as otherwise provided under State or local procedures. If the Governor and

local officials decide to redesignate an existing MPO, but do not formally revoke the existing MPO designation, the existing MPO remains in effect until a new MPO is formally designated.

(g) Redesignation of an MPO in a multistate metropolitan area requires the approval of the Governor of each State and local officials representing 75 percent of the population in the entire metropolitan planning area. The local officials in the central city(ies) must be among those agreeing to the redesignation.

(h) Redesignation of an MPO covering more than one UZA requires the approval of the Governor and local officials representing 75 percent of the population in the metropolitan planning area covered by the current MPO; the local officials in the central city(ies) in each urbanized area must be among those agreeing to the redesignation.

(i) The voting membership of an MPO policy body designated/redesignated subsequent to December 18, 1991, and serving a TMA, must include representation of local elected officials, officials of agencies that administer or operate major modes or systems of transportation, e.g., transit operators, sponsors of major local airports, maritime ports, rail operators, etc. (including all transportation agencies that were included in the MPO on June 1, 1991), and appropriate State officials. Where agencies that operate other major modes of transportation do not already have a voice on existing MPOs, the MPOs (in cooperation with the States) are encouraged to provide such agencies a voice in the decisionmaking process, including representation/membership on the policy body and/or other appropriate committees. Further, where appropriate, existing MPOs should increase the representation of local elected officials on the policy board and other committees as a means for encouraging their greater involvement in MPO processes. Adding such representation to an MPO will not, in itself, constitute a redesignation action.

(j) Where the metropolitan planning area boundaries for a previously designated MPO need to be expanded, the membership on the MPO policy body

and other committees, should be reviewed to ensure that the added area has appropriate representation.

(k) Adding membership (e.g., local elected officials and operators of major modes or systems of transportation, or representatives of newly urbanized areas) to the policy body or expansion of the metropolitan planning area does not automatically require redesignation of the MPO. To the extent possible, it is encouraged that this be done without a formal redesignation. The Governor and MPO shall review the previous MPO designation, State and local law, MPO bylaws, etc., to determine if this can be accomplished without a formal redesignation. If redesignation is considered necessary, the existing MPO will remain in effect until a new MPO is formally designated or the existing designation is formally revoked in accordance with the procedures of this section.

§450.308 Metropolitan planning organization: Metropolitan planning area boundaries.

(a) The metropolitan planning area boundary shall, as a minimum, cover the UZA(s) and the contiguous geographic area(s) likely to become urbanized within the twenty year forecast period covered by the transportation plan described in §450.322 of this part. The boundary may encompass the entire metropolitan statistical area or consolidated metropolitan statistical area, as defined by the Bureau of the Census. For geographic areas designated as nonattainment or maintenance areas (as created by the Clean Air Act Amendments of 1990 (CAAA)) for transportation related pollutants under the CAA, the boundaries of the metropolitan planning area shall include at least the boundaries of the nonattainment or maintenance areas, except as otherwise provided by agreement between the MPO and the Governor under the procedures specified in §450.310(f) of this part. In the absence of a formal agreement between the Governor and the MPO to reduce the metropolitan planning area to an area less than the boundaries of the nonattainment or maintenance area, the entire nonattainment or maintenance

area is subject to the applicable provisions of this part. Where a portion of the nonattainment or maintenance area is excluded from the metropolitan planning area boundary, the STP funds suballocated to urbanized areas greater than 200,000 in population shall not be utilized for projects outside the metropolitan planning area boundary.

(b) The metropolitan planning area for a new UZA served by an existing or new MPO shall be established in accordance with these criteria. The current planning area boundaries for previously designated UZAs shall be reviewed and modified if necessary to comply with these criteria.

(c) In addition to the criteria in paragraph (a) of this section, the planning areas currently in use for all transportation modes should be reviewed before establishing the metropolitan planning area boundary. Where appropriate, adjustments should be made to reflect the most comprehensive boundary to foster an effective planning process that ensures connectivity between modes, reduces access disadvantages experienced by modal systems, and promotes efficient overall transportation investment strategies.

(d) Approval of metropolitan planning area boundaries by the FHWA or the FTA is not required. However, metropolitan planning area boundary maps must be submitted to the FHWA and the FTA after their approval by the MPO and the Governor.

§450.310 Metropolitan planning organization: Agreements.

(a) The responsibilities for cooperatively carrying out transportation planning (including corridor and subarea studies) and programming shall be clearly identified in an agreement or memorandum of understanding between the State and the MPO.

(b) There shall be an agreement between the MPO and operators of publicly owned transit services which specifies cooperative procedures for carrying out transportation planning (including corridor and subarea studies) and programming as required by this subpart.

(c) In nonattainment or maintenance areas, if the MPO is not designated for air quality planning

under section 174 of the Clean Air Act (42 U.S.C. 7504), there shall be an agreement between the MPO and the designated agency describing their respective roles and responsibilities for air quality related transportation planning.

(d) To the extent possible, there shall be one cooperative agreement containing the understandings required by paragraphs (a) through (c) of this section among the State, MPO, publicly owned operators of mass transportation services, and air quality agencies.

(e) Where the parties involved agree, the requirement for agreements specified in paragraphs (a), (b), and (c) of this section may be satisfied by including the responsibilities and procedures for carrying out a cooperative process in the unified planning work program or a prospectus as defined in §450.314(c).

(f) If the metropolitan planning area does not include the entire nonattainment or maintenance area, there shall be an agreement among the State department of transportation, State air quality agency, affected local agencies, and the MPO describing the process for cooperative planning and analysis of all projects outside the metropolitan planning area but within the nonattainment or maintenance area. The agreement also must indicate how the total transportation related emissions for the nonattainment or maintenance area, including areas both within and outside the metropolitan planning area, will be treated for the purposes of determining conformity in accordance with the U.S. EPA conformity regulation (40 CFR part 61). The agreement shall address policy mechanisms for resolving conflicts concerning transportation related emissions that may arise between the metropolitan planning area and the portion of the nonattainment or maintenance area outside the metropolitan planning area. Proposals to exclude a portion of the nonattainment or maintenance area from the planning area boundary shall be coordinated with the FHWA, the FTA, the EPA, and the State air quality agency before a final decision is made.