



UNORGANIZED BOROUGH

VALDEZ

NAME	DESCRIPTION	Region	Need ID	Cost	GIP	PRIORITY	SCORE
Airport Rehabilitation	Rehabilitate and repave the runway, taxiways, apron, lighting system, and security fencing.	N	5101	5,500,000	AV		60
Airport Sand Storage Building	Construct sand storage building.	N	5104		AV		
Airport Snow Removal Equipment	Purchase a rotary blower.	N	14308	365,750	AV		
Barge Landing Access	Improve access from the Richardson to Port Valdez to provide landing craft with barge landing facility (Alaska Avenue, Old Town).	N	9906	275,000	CTP	3	74
City Dock Information and Interpretative Center	Provide an information and interpretative center for newly arriving ferry and cruise ship passengers.	N	9909	300,000	TRAAK	2	80.2
City Park Bike Path Rebuild	Rebuild and widen bike paths in Meyring Park and Black Gold Park.	N	9905	235,000	TRAAK	1	86
Crooked Creek Fish Viewing	Reconstruct fish viewing area.	N	3625	200,000	TRAAK	1	87.5
Dayville Road Bridges	Replace deficient bridges (#1208, #1205, #1207, #1204, #1203) on Dayville Road between MP 0.5 and 4.5.	N	15682		NHIS	1	
Dayville Road Improvements	Rehabilitate and widen	N	6149	7,350,000	NHIS	1	
Harbor Boardwalk and Guardrail Improvements	Replace 500 feet of the existing timber boardwalk with a new concrete apron, handrails and 300 feet of new steel guardrail.	N	4972	235,000	PH		42
Harbor Boardwalk Extension	Extend 1,000' of boardwalk along South Harbor Drive. The boardwalk will extend over the water supported by a pile foundation.	N	5021	235,000	PH		9
Harbor Float Extension	Install a 8' x 100' concrete float and anchor piles, remove timber fenders.	N	4997	830,000	PH		23
Harbor Illumination	Install four high mast lights (125' +/-)	N	4991	480,000	PH		28
Harbor Oil/Water Separators Installation	Install two storm drains that separate oil and water	N	4998	125,000	PH		22
Harbor Restroom Facility Construction	Construct new restroom facilities.	N	5014	180,000	PH		13
Harbor Retaining Wall Extension	Construct a timber faced geotextile wall, modify approach dock and gangways and build a concrete apron with handrails.	N	5020	1,295,000	PH		9
Hazlet Drive Sidewalk	Construct 20 ft sidewalk and decorative street lights along east side of Hazlet Drive from the Old City Dock to Egan Drive.	N	6656	240,000	TRAAK	3	71
Mineral Creek Bridge and Approaches	Realign the approaches to eliminate existing blind curves.	N	15684		CTP	1	
Mineral Creek Canyon Road Enhancements	Recreation and safety improvements. May include construction of an alternative access road, guardrail, turnouts and sanitary facilities.	N	3611		TRAAK	3	76
Mineral Creek Loop Road	Resurfacing and drainage improvements.	N	3612	2,000,000	CTP	1	101
Robe Lake Subdivision Roads	Re-grade and gravel the existing roads.	N	16154		CTP	3	68.7
Valdez Glacier Overlook	Improve road from the Rifle Range to Valdez Glacier and construct a scenic overlook at the end of the road.	N	3615	300,000	TRAAK	1	110

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NAME	DESCRIPTION	Region	Need ID	Cost	QIP	PRIORITY	SCORE
Valdez Small Boat Harbor Floats A-G Electrical	Replacing and reconfiguring all main floats, headwalks and finger floats with modern concrete system including electrical and water between floats A and G. New electrical and fire protection for year around service is also included.	N	10881	4,249,500	PH		95
MARINE HIGHWAY							
Terminal: Valdez Staging Area Modifications	Construct Staging Area in Valdez	M	13900	4,850,000	NHS	3	
Terminal: Valdez Terminal Building	Construct new AMHS Valdez terminal building.	M	1352	2,100,000	NHS	3	
Terminal: Valdez Transfer/Mooring Facility	Construct new mooring and vehicle transfer facility in Valdez.	M	13901	7,000,000	NHS	3	
RICHARDSON HIGHWAY							
Bike Path from Robe Road through Keystone Canyon	Construct bike path along the Richardson Highway from Robe River subdivision to Keystone Canyon.	N	3624	5,390,000	TRAAH	1	85
Bike Path Repair	Repair the bike path along the Richardson Highway from Egan Drive to Robe River Subdivision (7 miles).	N	9901	137,000	TRAAH	1	110

VENETIE

NAME	DESCRIPTION	Region	Need ID	Cost	QIP	PRIORITY	SCORE
Airport Relocation	Improvements in accordance with Master Plan recommendations.	N	5094	5,000,000	AV		
Airport Snow Removal equipment	Acquire Grader (720 class)	N	9019	160,000	AV		
Brush Mountain Trail	Construct new trail to Brush Mountain, approximately 8 miles.	N	3603		CTP	3	61
Sanitation Road	Construct access road to new landfill and sewage lagoon.	N	3604	380,000	CTP	1	105.3
Village Streets	Upgrade approximately three miles of local roads.	N	3605	1,060,000	CTP	3	66.5

WALES

NAME	DESCRIPTION	Region	Need ID	Cost	QIP	PRIORITY	SCORE
Airport Snow Fencing		N	12720	400,000	AV		
Community Road Improvements	Rehabilitate approximately 2.5 miles of roads, including road to the airport and Kingsley's Road.	N	16528		CTP	1	99.7
East Village Creek Road	Construct a .9 mile road between the Bulk Tank Farm and the Tin City Road.	N	16413		CTP	3	
Landfill Road	Improve road to sewage lagoon and landfill, approximately 1/4 mile in length.	N	3607	300,000	CTP	1	106.7
Tin City Road Improvements	Repair and upgrade a four mile section of the road connecting Wales to Tin City. Install bridges or culverts at Boulder Creek and Goodwin Creek.	N	16094		CTP	3	67.7
Village Creek Bridge	Repair or replacement.	N	3608	300,000	CTP	3	71.7

UNORGANIZED BOROUGH

WHITE MOUNTAIN

NAME	DESCRIPTION	Region	Need ID	Cost	GIP	PRIORITY	SCORE
Airport Improvements	Expand runway, taxiway, apron, and safety area, repair runway settlement areas, resurface runway, taxiway, and apron, replace lighting, and apply a dust palliative.	N	15319	3,500,000	AV		
Airport Snow Removal Equipment Building Upgrades	Install concrete floor and repair existing heating and electrical deficiencies	N	15547		AV		
Community Road Improvements	Repair and resurface 2 miles of local roads	N	16414		CTP	3	

WHITTIER

NAME	DESCRIPTION	Region	Need ID	Cost	GIP	PRIORITY	SCORE
Community Roads Project	Resurface approximately 1.2 miles of paved road in the core area of Whittier, including Blackstone Road, Glacier Avenue, Kenai Street, Billings Street, and Portage Street. Include sidewalks and wide shoulder for use by bicycles and pedestrians.	C	15879		CTP	3	80.2
Cove Creek Road Rehabilitation	Rehabilitate	C	2701		CTP	3	35
Depot/Dock Road Reconstruction	Reconstruct Depot/Dock Road from the intersection with Whittier Street to the DeLong Dock.	C	11769		CTP	3	
Glacier Drive Rehabilitation	Upgrade and pave	C	2704		CTP	3	35
Harbor Expansion	Construct best harbor expansion of the Whittier Harbor	C	4876	12,000,000	PH		87
Railroad Dock Program	Rehabilitate dock and building	C	10399		NHS	3	
Shotgun Cove Road Construction	Construct a road from Whittier to the proposed harbor site near the head of Shotgun Cove.	C	2705	20,000,000	CTP	3	23
Whittier Street Reconstruction	Reconstruct Whittier Street from the Whittier Creek Bridge to Eastern Avenue. A distance of approximately 3,000 feet.	C	11768		CTP	3	

WISEMAN

NAME	DESCRIPTION	Region	Need ID	Cost	GIP	PRIORITY	SCORE
Wiseman Wayside	Construct parking and turnaround area, sanitation facility, pathway and interpretive signs	N	12459	250,000	IRAAH	2	

WRANGELL

NAME	DESCRIPTION	Region	Need ID	Cost	GIP	PRIORITY	SCORE
Airport Parking	Construct additional vehicle parking in the terminal area	S	5913	1,136,670	AV		
Airport Road Path Construction	Construct a path from the airport terminal area along Airport Road to Third Avenue, and extend the sidewalk along Bennett Street to Second Avenue. Overall length is almost one mile.	S	11025	700,000	CTP	3	
Airport Runway Overlay	Overlay, groove, and re-stripe runway	S	5915	3,200,000	AV		78

UNORGANIZED BOROUGH

WRANGELL

NAME	DESCRIPTION	Region	Need ID	Cost	GP	PRIORITY	SCORE
Airport Runway Safety Area Upgrade	Extend and widen runway safety area to federal standards	S	5916	40,016,670	AV		
Airport Seaplane Pull-out	Construct new seaplane pull-out ramp to provide airport access over full tidal range and to relocate existing pull-out from area of future runway safety area expansion	S	5918	763,330	AV		
Airport West Apron Expansion	Expand cargo apron westward to provide additional cargo staging area	S	5919	1,243,330	AV		
Bradfield Road Construction	Construct a road from the head of Bradfield canal to the Canadian Border, as well as extend the Zimovia Highway from McCormick Creek to Hood's Inlet and institute a shuttle ferry service to Bradfield Canal	S	2962	50,000,000	CTP	3	
Cargo Apron and Lease Lot Development	Construct new airport apron and lease lot area to support cargo movements and access new lease development area. Construct new access taxiway, apron, and access road.	S	6705	3,733,333	AV		60
Cassiar Street Reconstruction and Extension	Extend Cassiar Street to city limits (length of 2,125 feet), improve drainage and correct an alignment problem	S	2968	2,000,000	CTP	3	
Deep Draft Harbor Expansion	Provide a new harbor for deep draft commercial vessels and barges. Increase Wrangell's commercial and industrial land base by approximately 12 acres.	S	4953	16,000,000	PII		51
Fish and Game Float Electrical	Expand electrical system	S	4906	35,000	PII		67
Float Relocation and Upgrade	Relocate upgrade seaplane float to south side of harbor entrance. Construct large vessel transient moorage on the north side to accommodate vessels in the 120' to 150 foot range	S	4886	1,200,000	PII		84
Front Street Reconstruction	Remove existing concrete roadway and replace with new paved surface and curb, gutter and sidewalk, from the approach to the cruise ship dock to Lynch Street. Reconstruct the next block of street to the second intersection with Outer Drive	S	16037	600,000	CTP	3	
Heritage Harbor Construction	Corp program match to construct a new harbor with moorage for 170+ vessels	S	12984	11,000,000	PII		
Inner Harbor Improvements	Maintenance dredge to original limits (est. 2400 cu yd) New 70' ramps for more accessibility. Enlarge parking area	S	4964	400,000	PII		48
Loop Road Path, Phase 1	Construct a path along the westernmost road to the airport, typically referred to as Stikine or Evergreen avenues. This segment extends from the ferry terminal to the access road to Pennington Beach	S	3071	800,000	TRASH	1	87.7

UNORGANIZED BOROUGH

WRANGELL

NAME	DESCRIPTION	Region	Need ID	Cost	GIP	PRIORITY	SCORE
Loop Road Path, Phase 2	Construct path along the westernmost road to the airport, typically referred to as Stikine or Evergreen avenues. This segment extends from the access road to Petroglyph Beach to the airport terminal area.	S	6780	400,000	TRAAH	3	
North/South Summer Float	Upgrade the existing float and add a new finger along the inside of the north and south side of the City Dock.	S	4948	368,000	PH		53
Pats Creek Road Extension	Extend this forest development road across state lands next to Eastern Passage to a connection with Wrangell East (Speaz) Road	S	6750	5,000,000	CTP	3	
Petroglyph Beach Road Improvements	Upgrade the 500 foot access road by providing a paved road surface and sidewalk between Evergreen Avenue and the parking area for the boardwalk to Petroglyph Beach.	S	11024	850,000	CTP	3	
Port Fill Placement	Fill behind dike at port.	S	5015	355,000	PH		15
Reliance Harbor	Extend dock by 60 x 100 feet and 600 LF of stalls for more capacity. Construct new harbor office with restrooms, showers for fishermen and cruise boat users	S	4954	1,000,000	PH		51
Standard Oil Float Phase II	Upgrade and expand Reliance Harbor. Dredge harbor in vicinity of existing dock and add 8 new finger piers providing another 16 moorings for vessels to 30 feet.	S	4903	125,000	PH		80
Stikine Avenue Sidewalk Extension	Provide a continuous pedestrian route along Stikine Avenue by adding sidewalk from Fort Street to the Second Street entrance to the ferry terminal	S	16426	230,000	TRAAH	3	
Travel Lift and Boat Haul-out Facility	Construct 150-ton boat haul-out and repair facility	S	4963	945,000	PH		48
Upgrade In-town Pullout and Adjoining Dock	Design and construct in-town pullout at Reliance Launch ramp and float with some transient capability	S	4883	445,000	PH		96
Wrangell Pedestrian Access Improvements	Improve pedestrian access between downtown and Petroglyph Beach by constructing a sidewalk along Stikine and Evergreen avenues	S	10074	1,035,000	TRAAH	1	90
Zimovia Highway Path Extension, Phase 1	Construct new path on the downhill side from the first junction with Shoemaker Bay Loop to the crossing of the unnamed creek, a distance of about 2,500 feet.	S	16415	250,000	TRAAH	3	
Zimovia Highway Path Extension, Phase 2	Construct new path on the downhill side from the crossing of the unnamed creek past the second junction with Shoemaker Bay Loop to the mill site, a distance of about 3,000 feet. Includes a bridge across the unnamed creek.	S	16425	250,000	TRAAH	3	

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WRANGELL

NAME	DESCRIPTION	Region	Need ID	Cost	GIP	PRIORITY	SCORE
INSIDE PASSAGE HIGHWAY							
South Wrangell Road	This project supports the Southeast Transportation Plan. Upgrade 22.5 miles of forest road and construct approximately 3 miles of new road to a new ferry terminal at the south end of Wrangell Island.	M	11741	25,000,000	NHS	2	
South Wrangell Terminal	This project supports the Southeast Transportation Plan. Construct a ferry terminal at the south end of Wrangell Island.	M	11740	12,200,000	NHS	1	

VARIOUS BOROUGHES

NAME	DESCRIPTION	Region	Need ID	Cost	GIP	PRIORITY	SCORE
Advanced Motor Vehicle Crash Data Collection and Analysis System (Iways)	This system will improve motor vehicle crash data collection and analysis statewide through electronic transfer of law enforcement investigated vehicle crash reports to user agencies, and, collection and editing of driver-reported vehicle crashes using web technologies.	H	16604		CTP	3	
GIS Data Warehouse (Iways)	A GIS Data Warehouse will be developed to retrieve differential global positioning system centerline coordinate data and transportation data from the Highway Analysis System.	H	16603		NHS	3	
Iditarod Trail Improvements Program	This program is for improvements to the Iditarod Trail, a national Millenium Trail. Work includes installation of trail markers, trail rehabilitation, and other improvements.	C	14087		TRAAH	3	
Juneau Access Improvements	Improve surface access between Juneau and Haines and Skagway through construction of new ferry boats, terminals and/or road segments. Various combinations of ferry and road alternatives are under evaluation.	S	11299	250,000,000	NHS	3	
Municipality of Anchorage Intergrated GIS Network (IWAYS)	This project will focus on the consolidation and integration of various transportation GIS layers into a single data mode and hardware and software that will allow this integrated GIS Transportation Network to be maintained and enhanced.	C	16903		CTP	3	
Passenger ADA Access Equipment	Acquire equipment to assist disabled passengers into aircraft.	S	12859	750,000	AV		
Road Weather Information System Phase 2B (IWAYS)	Additional RWIS sites at closed maintenance stations.	H	16904		CTP	3	
Southeast Region Historical Signs	Prepare and install interpretive signs at turnouts and other points of interest in conjunction with local governments and other interested parties.	S	12539	300,000	TRAAH	2	

VARIOUS BOROUGHES

NAME	DESCRIPTION	Region	Need ID	Cost	GIP	PRIORITY	SCORE
Statewide NEPA and Permit Streamlining Participation	Integration of regulatory permitting and NEPA requirements that govern Federal aid project development into one concise process. This integration will facilitate early and full participation by all relevant agencies necessary for project approval and reimburse agencies for the increased cost to comply with the environmental streamlining provisions of TEA-21	H	14599		CTP	1	
Traffic Signal Modifications for Railroad/Highway Grade Crossing Signal Preemption (1ways)	*This project will install additional active devices to compliment protected/permitted traffic signal operation for several left turn movements along the Parks Highway. Location: Central Region (exact locations below) <ul style="list-style-type: none"> □ Parks Hwy @ Knik/Goose Bay Rd Knik/Goose Bay Road, RR MP 159.50 □ Parks Hwy @ Halle Lane/Lucas Rd Halle Lane Crossing, RR MP 161.20 □ Parks Hwy @ Pittman Rd Pittman Crossing, RR MP 166.30 	C	16605		NHS	3	
Williamsport-Pile Bay Road	Rehab and widen a 15.5 mile gravel-surfaced haul road from Cook Inlet to Lake Iliamna. Work includes drainage improvements, culvert installation & replacement, and clearing and grubbing. Also includes bridge replacement or repair of 4 bridges: Timberline Creek Bridge #1321, Four Mile Creek Bridge #1235, Chinkelyes Creek Bridge #484 and Iliamna River Bridge #487.	C	2706		AHS	3	
DALTON HIGHWAY							
Dalton Highway Bridge Strengthening	Strengthen selected bridges to increase load limits in order to handle modules and other large loads	N	14082		NHS	3	
Dalton Highway Material Pit Reconnaissance	Identification of material sources for Dalton Highway reconstruction projects	N	13420		NHS	3	
Dalton Highway National Corridor Preservation	Reconstruct MP 111-144 (National Corridor Preservation Grant project) Reconstruct including widening, repair, resurfacing and enhancements. Includes enhancement project Solstice Point Recreational Site	N	11182		NHS	3	
GLENN HIGHWAY							
MP 118 to 138 Rehabilitation - Regional Boundary to Little Nelchina River	Relevel and resurface	N	10556		NHS	1	
MARINE HIGHWAY							
AMHS Warehouse & Shop	Construct a 10,000 square foot warehouse for the AMHS Procurement Section and Facilities Maintenance Shop	M	13459	2,250,000	PF		

VARIOUS BOROUGHES

NAME	DESCRIPTION	Region	Need ID	Cost	GIP	PRIORITY	SCORE
MARINE HIGHWAY							
Ferry: AURORA Engineering Equipment/Systems Upgrades/Overhaul & Selected SOLAS 2010 Upgrades	Recommendations per 2000 Vessel Condition Survey. Typical items to include overhaul of miscellaneous equipment. New regulatory required upgrades. Renew/upgrade piping systems such as condensate, fuel, firemain, propulsion salt water cooling, flushing, and potable water in engineering spaces. New/overhaul, F/O transfer pump, sanitary pumps, potable water pumps etc. Modifications to ventilation system for MMR and AMR. Overhaul/renew deck machinery. MSD upgrades. Electrical & SFP system upgrades in engineering spaces. New regulatory required firefighting equip in engineering spaces. New marine growth inhibitors in seachests. Blasting and painting of tanks and voids. Drydock for regulatory inspections.	M	14682	11,000,000	NHS	3	
Ferry: Aurora Propulsion Control	Replace pneumatic propulsion control with electronic system. Replace aged cable controlled wing control system. Replace air compressors with higher capacity units.	M	11671	600,000	NHS	3	
Ferry: Aurora Refurbishment	Refurbish accommodation spaces and machinery. Blast and paint decks, tanks, and voids. Install improved fire dampers, sprinkler systems, humidification, and PA systems. Install new car deck doors. Upgrade electrical systems. Install computer network equipment. Install voyage data recorders. Improve wheelchair access.	M	11799	8,100,000	NHS	1	
Ferry: Aurora SOLAS 2010 Compliance	Required upgrades to meet SOLAS 2010 requirements and related work.	M	11665	4,250,000	NHS	3	
Ferry: Columbia Galley	Modify the galley, dining room, cafeteria, lounges and other public spaces.	M	5972	3,500,000	NHS	3	
Ferry: Columbia Refurbishment	Refurbish accommodation spaces and machinery. Blast and paint decks, tanks and voids. Install improved fire dampers, sprinkler, humidification, and PA system. Upgrade electrical systems. Install computer network equipment. Install voyage data recorders. Replace car deck watertight side doors. Improve wheelchair access. Re-engine the vessel. Upgrade galley and dining room facility.	M	11667	12,500,000	NHS	1	

VARIOUS BOROUGHS

NAME	DESCRIPTION	Region	Need ID	Cost	GIP	PRIORITY	SCORE
MARINE HIGHWAY							
Ferry Columbia Upgrades	2000 Vessel Condition Survey. Typical items to include overhaul/renew miscellaneous equipment. Renew/upgrade piping systems such as condensate, fuel, firemain, propulsion salt water cooling, flushing, and potable water in engineering spaces. New/overhaul, F/O transfer pump, sanitary pumps, potable water pumps etc. Overhaul/renew deck machinery. MSD upgrades. Electrical system upgrades. Blasting and painting. Drydock for regulatory inspections.	M	14683	11,000,000	NHS	3	
Ferry Fairweather: Hull Survey and Improvements	Conduct detailed hull survey for cracking and repair as necessary. Make habitability upgrades to address crew problems, which were not addressed in original construction contract. Survey operating condition of ships systems and modify as appropriate. Drydock for regulatory inspections.	M	14684	6,600,000	NHS	3	
Ferry Haines/Skagway Shuttle	Shuttle ferry to operate between Haines and Skagway in the summer.	M	13839	13,000,000	NHS	1	
Ferry Juneau Shuttle	This project is a part of the SE plan. Construct a vessel to operate on the Juneau-Petersburg route □□□	M	9102	40,250,000	NHS	1	
Ferry Kennicott Five Year Modification	Renovate crew and public spaces, main engines, generators, vehicle elevator, other machinery, wiring, electrical equipment, ventilation, piping, drainage system, sanitary system, and other components as necessary. Install voyage data recorders. Install computer network equipment.	M	9701	6,100,000	NHS	1	
Ferry Kennicott Upgrades	Recommendations per 2000 Vessel Condition Survey. Typical items to include habitability upgrades and overhaul/renew miscellaneous equipment. Renew/upgrade piping systems such as condensate, fuel, firemain, propulsion salt water cooling, flushing, and potable water in engineering spaces. New/overhaul, F/O transfer pump, sanitary pumps, potable water pumps etc. Overhaul/renew deck machinery. MSD upgrades. Electrical system upgrades. Blasting and painting. Drydock for regulatory inspections.	M	14685	6,600,000	NHS	3	
Ferry Ketchikan - Prince Rupert Shuttle	This project is a part of the SE Plan. Replace current conventional AMHS vessel with a new vessel to provide daily shuttle service between Ketchikan and Prince Rupert. Maintenance in outyears.	M	9104	32,500,000	NHS	1	

VARIOUS BOROUGHS

NAME	DESCRIPTION	Region	Need ID	Cost	GIP	PRIORITY	SCORE
MARINE HIGHWAY							
Ferry: LeConte Engineering Equipment/Systems Upgrades/Overhaul & Selected SOLAS 2010 Upgrades	Recommendations per 2000 Vessel Condition Survey. Typical items to include overhaul of miscellaneous equipment. New regulatory required upgrades. Renew/upgrade piping systems such as condensate, fuel, firemain, propulsion salt water cooling, flushing, and potable water in engineering spaces. New/overhaul, F/O transfer pump, sanitary pumps, potable water pumps etc. Modifications to ventilation systems. Overhaul/renew deck machinery. MSD upgrades. Electrical & SFP system upgrades in engineering spaces. New regulatory required firefighting equip in engineering spaces. New marine growth inhibitors in seachests. Blasting and painting of tanks and voids. Drydock for regulatory inspections.	M	14681	6,600,000	NHS	3	
Ferry: LeConte Refurbishment	Completely renovate the Gallery, Upper, Bridge, and Sun decks. Renew decks, bulkheads, and ceilings. Inspect/upgrade piping, wiring, ventilation, insulation as needed in the area of work. Remove all asbestos-containing materials. Refurbish accommodation spaces and machinery. Blast and paint bulkheads, decks, overhangs, tanks, and voids. Install improved fire dampers and humidification system. Upgrade MSD system. Upgrade electrical system. Install computer network equipment. Install voyage data recorders and AIS systems. Improve wheelchair access. Install new gyro system. Drydocking for regulatory inspections. Design to be done for both Auroa and LeConte. Construction to be separate projects.	M	2067	5,750,000	NHS	1	
Ferry: LeConte SOLAS 2010 Compliance	Required upgrades to meet SOLAS 2010 requirements and related work.	M	11670	4,250,000	NHS	3	
Ferry: Lynn Canal Shuttle	Construct shuttle ferry to transport vehicles, passengers, and vans between Juneau, Haines, and Skagway.	M	13885	42,000,000	NHS	1	
Ferry: Malaspina Life Safety	Install life rafts, chutes, rescue boat, man overboard retrieval system, and related life safety equipment.	M	2070	2,000,000	NHS	3	
Ferry: Malaspina Life Safety Compliance	To comply with Subchapter W. May include MEC, liferafts, rescue davit & platform, rescue boat, lifeboats. Drydocking for regulatory inspections.	M	14639	5,000,000	NHS	3	
Ferry: Malaspina Refurbishment	Refurbish accommodation spaces and machinery. Blast and paint decks, tanks, and voids. Install improved fire dampers, sprinkler system, humidification system, and PA system. Upgrade electrical system. Install computer network equipment. Install voyage data recorders. Improve wheelchair access.	M	5981	7,600,000	NHS	3	

VARIOUS BOROUGHGS

NAME	DESCRIPTION	Region	Need ID	Cost	GIP	PRIORITY	SCORE
MARINE HIGHWAY							
Ferry Matanuska Engineering Equipment/Systems Upgrades/Overhaul	Per recommendations in 2000 Vessel Condition Survey. Overhaul the propulsion diesel engine, propulsion shafting, variable pitch propeller, bow thruster and misc equipment. New regulatory required egress for Observation lounge, main machinery, and aux machinery spaces. Renew/upgrade piping systems: condensate, fuel, firemain, propulsion salt water cooling, and potable water in engineering spaces. New solarium heaters. Replace/overhaul F/O purifiers, F/O transfer pump, L/O centrifuge, sanitary pumps, potable water pumps etc. Modify ventilation system for main machinery room. Overhaul/renew deck machinery. New voyage data recorder. Electrical & SFP system upgrades in engineering spaces. New regulatory required firefighting equip in engineering spaces. New marine growth inhibitors in sea chests. Blasting and painting of tanks & voids. Drydock for regulatory inspections.	M	14699	8,600,000	NHS	3	
Ferry Matanuska Habitability	Habitability upgrades recommended by 2000 Vessel Condition Survey & make selected required SOLAS 2010 upgrades. Make other recommended system upgrades in the area of work. Typical items to include overhaul/renew misc equipment. Renew/upgrade of piping systems such as condensate, fuel, firemain, propulsion salt water cooling, flushing, and potable water in the local area. Electrical system upgrades. Blasting and painting. Drydock for regulatory inspections.	M	14719	11,000,000	NHS	3	
Ferry Matanuska Refurbishment	Refurbish accommodation spaces and machinery. Blast and paint decks, tanks, and voids. Install improved fire dampers, sprinkler system, humidification system, and PA system. Upgrade electrical systems. Install computer network equipment. Install voyage data recorders. Improve wheelchair access.	M	11672	3,000,000	NHS	1	
Ferry Matanuska SOLAS 2010 Compliance	Required upgrades to meet SOLAS 2010 requirements and related work.	M	9840	5,000,000	NHS	1	
Ferry New Mainline Ferry '08 Construction	Construct new mainline ferry to replace aging ferry(s) in the ANHS fleet as some of the original fleet becomes "regulatory obsolete" in 2010.	M	16325	120,000,000	NHS	3	
Ferry Shipboard Visitor Information Kiosks	Design, fabricate and install electronic information systems to be used onboard four Southeast Mainline Alaska Marine Highway vessels.	M	5789	220,000	TRAAK	1	86.5

VARIOUS BOROUGHES

NAME	DESCRIPTION	Region	Need ID	Cost	GIP	PRIORITY	SCORE
MARINE HIGHWAY							
Ferry: Taku Habitability	In conjunction with habitability upgrades recommended by 2000 Vessel Condition Survey make selected SOLAS 2010 upgrades. Make other recommended system upgrades in the area of work. Typical items to include overhaul/renew miscellaneous equipment. Renew/upgrade piping systems such as condensate, fuel, firemain, propulsion salt water cooling, flushing, and potable water in the local area. Electrical system upgrades. Blasting and painting. Drydock for regulatory inspections.	M	14686	16,500,000	NHS	3	
Ferry: Taku Refurbishment	Refurbish accommodation spaces and machinery. Blast and paint decks, tanks, and voids. Install improved tire dampers, and humidification system. Upgrade electrical systems, install computer network equipment, install voyage data recorders. Improve wheelchair access.	M	2077	3,000,000	NHS	1	
Ferry: Taku SOLAS 2010 Refurbishment	Required upgrades to meet SOLAS 2010 requirements and related work.	M	9841	5,000,000	NHS	1	
Ferry: Tustumena Engineering Equipment/Systems Upgrades/Overhaul	Recommendations per 2000 Vessel Condition Survey. Typical items to include overhaul/renew miscellaneous equipment. Renew/upgrade piping systems such as condensate, fuel, firemain, propulsion salt water cooling, flushing, and potable water in engineering spaces. New/overhaul, F/O transfer pump, sanitary pumps, potable water pumps etc. Overhaul/renew of deck machinery. MSD upgrades. Electrical system upgrades. New marine growth inhibitors in seachests. Blasting and painting of tanks and voids. Drydock for regulatory inspections.	M	14680	6,600,000	NHS	3	
Ferry: Tustumena Ship Stabilizer Replacement	Replace existing stabilizer system with gyro-controlled stabilizer.	M	11673	1,720,000	NHS	3	
Terminal: Ferry Dock Modifications	Modify AMHS docks to accommodate new ferry boats □□□□□□□□	M	13479	5,000,000	NHS	3	
Terminal: Secondary Terminal Transfer Bridge Replacement	Replace existing orthotropic transfer bridge in Hoonah, Angoon, Clark Bay, and Kake with open-gated bridges.	M	11679	2,300,000	AHS	3	
Terminal: Terminal Improvements	Conduct survey of all AMHS terminals to evaluate traffic flow during loading and unloading and determine capital projects necessary to improve traffic flow.	M	9643	500,000	NHS	3	

VARIOUS BOROUGHS

NAME	DESCRIPTION	Region	Need ID	Cost	GIP	PRIORITY	SCORE
MARINE HIGHWAY							
Terminal Terminal Modifications	This project is a part of the SE plan. Modify the ferry terminals at Petersburg, Wrangell, Auke Bay, and other Southeast Alaska locations to accommodate new vessel designs, increased demand for ferry slips for transfers and overnight berthing, increased room in the terminal waiting area, and increased vehicle staging and parking areas.	M	9103	600,000	NHS	3	

CENTRAL REGION

NAME	DESCRIPTION	Region	Need ID	Cost	GIP	PRIORITY	SCORE
Alaska Heritage Resource Survey	Upgrade the current inventory of historic/prehistoric site information from the current format into a more useable format for project planners and administrators.	C	2181		TRAAH	3	30
Areawide Moose-Vehicle Accident Mitigation and Safety Improvements	Implement the recommendations of the Department's report "A Mitigation Plan for Moose-Vehicle Accidents on Alaska's Rural Highways." These recommendations include warning signs, public awareness signing, and clearing.	C	2365	740,000	NHS	3	
CE Airport Layout Plan Update	Update Central Region Airport Layout Plans	C	5608	400,000	AV		
CE Airport Snow Removal Equipment	Acquire snow removal equipment for Central Region airports identified by Maintenance and Operations' priority list.	C	5609	1,600,000	AV		
CE NHS School Flashers Installation	Install flashing warning signal lights at school zones on NHS routes throughout the Central Region that meet warrants.	C	6665	444,000	NHS	3	
Central Region ADA Pedestrian Facilities	Construct ramp and curb cuts in compliance with ADA at various locations to be determined.	C	611R	200,000	TRAAH	1	199
Central Region Bridge Deck Replacement	Remove chloride contaminated concrete to 1" below bottom of top reinforcement steel and replace to grade with nussilica concrete. Priority projects have been identified by the 1994 bridge concrete deck study and are limited to those bridge decks not expected to be reconstructed as part of other NHS highway corridor projects.	C	2241	2,500,000	NHS	3	
Central Region Guardrail End Treatment Upgrade	Project will replace guardrail end terminals that do not meet current crashworthiness standards, and may include upgrading of guardrail that does not meet current standards.	C	17021		NHS	1	
Central Region Highway Bridge Rehabilitation or Replacement Program	Evaluation, design and construction of bridge projects included in the highway bridge repair and replacement program.	C	2243	500,000	NHS	3	

VARIOUS BOROUGHES

CENTRAL REGION

NAME	DESCRIPTION	Region	Need ID	Cost	GIP	PRIORITY	SCORE
Central Region Highway Safety Improvement Program	Evaluation, design, and construction of safety projects included in the Central Region highway safety improvement program (HSIP). Projects may include signalization, channelization, striping, railroad crossing upgrades, signing, and/or other safety improvements.	C	2244	500,000	NHS	3	
Central Region Safety Engineering	Conduct safety management system training, expand public information and involvement in accident evaluations, identify accident locations, potential sites and determine appropriate improvements, prepare annual reports, evaluate effectiveness of safety projects, and investigate the operational requirements and safety needs of commercial vehicles, older drivers and work zone traffic control.	C	2248	225,000	NHS	3	
Central Region Sealcoat/Overlay Program	Repairs to extend pavement life on non-NHS routes.	C	6404		CTP	3	
Central Region Signing and Turnout Upgrade	Create a program to upgrade signing turnout opportunities on Central Region highways. This will include signing such as warning, regulatory, guide, recreational, as well as pullout installations for slow moving vehicles and motorist information.	C	2249		NHS	3	
Central Region Safety Management & Engineering	Program management for support of HSIP activities.	C	6087	294,100	NHS	1	
Destination and Distance Signing	Improve destination and distance signing for interstates and primary arterials designated on the NHS including: a) review and modification to designated control cities for destination signing, and, b) review of existing destination, distance, regulatory, and warning signs for conversion to metric units.	C	2242	750,000	NHS	3	
Equipment Replacement	Replace cranes.	C	6838	250,000	PF		
Gold Rush Historical Signs	Design and construct approx. 30 highway wayside historical markers at various Central Region locations. Minor wayside improvements may be needed to install markers in appropriate/accessible sites. No ROW acquisition anticipated.	C	2331	250,000	TRAAH	3	80
Non-NHS School Flashers Installation	Construct Flashing Warning Signal Lights at school zones throughout the Central Region. 25 schools in CR have been identified as needing flashing school zone lights if warrants are met. Each site is estimated to cost \$40,000. There are 25 sites have been identified as potentially needing lights.	C	6480	1,000,000	CTP	3	78

VARIOUS BOROUGHS

CENTRAL REGION

Region	Need ID	Cost	GP	Priority	Score
C	2316	1,160,000	NHIS	3	

NAME	DESCRIPTION
Railroad Grade Crossing Surface Safety Improvements	Reconstruct crossings, providing rubberized surfaces and/or paving the approaches at several locations in the region. The crossings identified in project have been costly to maintain in recent years due to the poor condition of the crossing surface and, in the case of gravel roads, the intrusion of gravel into the rails at the crossing.

JUNEAU

Region	Need ID	Cost	GP	Priority	Score
S	7792		NHIS	3	

NAME	DESCRIPTION
Juneau Access Improvements FHS	Funding for completion of the Final Environmental Impact Statement (FEIS), including further analysis in response to comments concerning land and marine alternatives.

LAKE LOUISE

Region	Need ID	Cost	GP	Priority	Score
N	12427	4,500,000	CTP	2	

NAME	DESCRIPTION
Lake Louise Road Improvements	Upgrade Lake Louise Road from the Glena Highway to Lake Louise.

NORTHERN REGION

Region	Need ID	Cost	GP	Priority	Score
N	3869	450,000	FRAM	1	199
N	3105		AV		
N	3616	480,000	FRAM	3	68
N	6611	500,000	FRAM	3	108
N	5140		CTP	3	100
N	1188		CTP	3	100
N	6272	35,000	FRAM	3	69
N	3617	275,000	FRAM	3	34
N	7166		NHIS	1	
N	8040		CTP	1	999
N	7679		AV		
N	3106		AV		

NAME	DESCRIPTION
ADA Pedestrian Facilities	Pedestrian facility improvements to meet Americans with Disabilities Act standards.
Airport Emergency and Other Contingency Projects	Airport improvements and emergency repairs.
Alaska Heritage Resources Survey	Upgrade inventory of historic and prehistoric site information to more usable format.
Blair Path Re/ub and Improvements	Rehabilitation and safety improvements at selected locations.
Gravel Surface Reps. @ Airports	Spot repairs of deteriorated gravel roads and airports.
Gravel to Pavement	Apply asphalt and chips to selected unpaved state maintained roads.
Groomed Snowmobile Trail System Plan	Create a statewide snowmobile trail system plan.
Historic Bridge Inventory	Survey bridges and evaluate in eligibility for inclusion in National Register of Historic Places.
NHIS Road Pavement and Bridge Rehabilitation	Restoration or re-urfing of selected areas on the National Highway System.
Non-NHIS Pavement and Bridge Rehabilitation	Restoration or replacement in listed areas.
Northern Region Airport Security Fencing	Rehabilitate and install security fencing at various Northern Region Airports.
Northern Region Airports	Deferred maintenance.

VARIOUS BOROUGHGS

NORTHERN REGION

DESCRIPTION	Region	Need ID	Cost	GP	PRIORITY	SCORE
Northern Region Communication Equipment	N	5107		AV		
Acquire multi-band radio equipment for vehicles working on active runways						
Northern Region Right-of-Way	N	5108		AV		
Acquire land to expand pavement						
Northern Region Subsoil Overlay Program	N	6008	1,150,000	CTP	3	98
Acquire snow removal equipment for various locations						
Northern Region Snow Removal Equipment	N	5109		AV		
Upgrade existing snow removal equipment buildings to include insulation and heating systems						
Northern Region Snow Removal Equipment	N	5110		AV		
Program management for support of HSP activities						
Northern Region Snow Removal Equipment	N	6472		NIS	1	
Reserve historic rights-of-way and acquire easements for trails in the Tazewell basin area						
Township Basin Trail Encumbrance	N	3619	500,000	FRAM	3	38
Mapping and mapping historic hiking trails and other public use areas in the basin						
Township Basin Trail Mapping	N	3652		FRAM	3	32
Construct new highway from contiguous road system (Ninamuk) to the Seward Peninsula (Ninamuk)						
Western Access Road	N	3610		CTP	3	-3

PRINCE WILLIAM SOUND

DESCRIPTION	Region	Need ID	Cost	GP	PRIORITY	SCORE
Construct maintenance facility to support AMHS efforts in PWS	M	13899	1,300,000	NIS	1	

MARINE HIGHWAY

SOUTHEAST REGION

DESCRIPTION	Region	Need ID	Cost	GP	PRIORITY	SCORE
Program management in support of highway safety improvements and other activities						
Safety Management and Engineering	S	7174		NIS	1	
Purchase snow removal equipment for Southeastern Alaska Airports						
SE Airports Snow Removal Equipment	S	3804		AV		
Install energy-saving light emitting diode (LED) signal displays						
Southeast LED Signal Installations	S	12624		NIS	1	
Management activities pertaining to existing and planned Southeast Alaska Transportation Plan implementation						
Southeast Transportation Plan Future Project	S	11080		NIS	1	

STATEWIDE

DESCRIPTION	Region	Need ID	Cost	GP	PRIORITY	SCORE
Deployment of priority ITS projects as determined by the 2009 Alaska ITS Deployment Plan, primarily, including such projects as improved ADAS/AVP communications systems, weather sensors, congestion, management, traveler's information, and other projects						
Alaska Intelligent Transportation System (ITS) Deployment Plan	H	12999		CTP	3	

VARIOUS BOROUGHS

STATEWIDE

NAME	DESCRIPTION	Region	Need ID	Cost	OP	PRIORITY	SCORE
BAR-97 Emissions Test Equipment Grant Program	This program will assist certified I/M stations in Anchorage and Fairbanks in replacing BAR-90 emissions with new BAR 97 emissions test equipment	II	9319	955,000	CTP	3	
Bicycle/Pedestrian Facilities Rehab and Improvements	Safety improvements and rehabilitation of bicycle and pedestrian facilities statewide	II	7219		RAA	1	
Bridge Management System	Development of a management system for addressing bridge deficiencies on public roads	II	6454		CTP	1	999
Cantilever Sign and Pole Inspection and Repairs	Inspect cantilevered signal poles, cantilevered signs and high tower luminaires for fatigue problems. Involve visual and ultrasonic testing of the welds and bolts. Perform repairs as necessary.	II	11923	430,000	NHS	3	
Cantilever Structure Failure Inspection	Visual and ultrasonic inspection of bolts and welds on all cantilevered signal and sign poles and high tower luminaires	II	15059		CTP	3	
Civil Rights Program	On the job training to provide training opportunities on construction jobs. Also, provides on-site construction review to ensure compliance with Civil Rights laws	II	6458		CTP	1	999
Concrete Bridge Deck Rehabilitation	Rehabilitate concrete bridge decks on approximately 21 bridges throughout the state	II	6086	6,750,000	NHS	3	
Destination & Distance Signing	Improve destination and distance signing on the National Highway System routes and replace missing mileposts	II	6080	1,100,000	NHS	1	
Hightower Lighting System Replacement	Replace hightower foundations, poles, lighting chandeliers, and lowering and lifting devices as needed to meet standards	II	14081		NHS	3	
Highway Data Equipment Acquisition and Installation (Iways)	Purchase of equipment and installation of traffic detection devices to implement requirements of the State Traffic Monitoring System	II	7179	1,203,700	CTP	1	999
Highway Fuel Tax Exemption	A continuing program to enforce the collection of motor fuel taxes in compliance with federal law	II	12979	172,800	CTP	1	
Implementation of the Intelligent Transportation System Strategic Deployment Plan	Following completion of the ITS (Intelligent Transportation Systems) Strategic Deployment Plan, this funding would be used for projects that would begin to implement the highest ranked projects in the plan. Examples of likely projects include roadway weather information systems, improved communications for emergencies, maintenance deployment and reporting.	II	13619		CTP	3	

VARIOUS FOROUGHS

STATEWIDE
NAME

DESCRIPTION

Region Need ID Cost CIP PRIORITY SCORE

Intelligent Transportation System Deployment Phase 2 II	Design and deploy intelligent transportation system (ITS) elements pursuant to the Strategic Plan and ITS/CVO including a feasibility study for PAYLOAD. Project PAYLOAD would employ sensors, communications and computers to track conveyer carriers vans, containers and packages across multiple transportation modes. □	II	11039	CTP	3	
Intelligent Transportation Systems Implementation Plan (ITAYS)	Design and construct projects that are part of the Alaska Statewide Intelligent Transportation System (ITS) plan. Projects include advance technology for snow & Ice Removal, Multi-Modal Information Connections, Traveler Communications, Internal Operation and Commercial Vehicle Operations □	II	16901	CTP	1	
Maintenance Management System (MWAYS)	The Maintenance Management System will allow us to do sheet reporting, tracking of budget expenditures, work planning, deferred maintenance, forecast budget requirements, and track the level of service provided to the public. Develop procedures to convert projects to metric measurement.	II	15839	CTP	1	
National Highway Institute Training	Technical training in engineering, planning, and administration related to federal highway program and funding.	II	6456	CTP	3	999
National Highway System (NHS) Roadside Historical Interpretive Signage	Design and install signs at historical locations on the National Highway System. These signs will provide information about the history of the local area or landmarks.	II	6452	CTP	1	999
NHS Capacity Improvements	Capacity improvements on NHS routes for a six-year period.	II	7139	500,000 NIS	1	
NHS Lane Delimiters	Design and install lane delimiters on NHS routes to improve driver perception of edge of roadway in inclement weather.	II	6026	6,000,000 NIS	3	
NHS Pavement Markings	Pavement markings will be provided for NHS highways maintained by ADOT&PF.	II	13401	NIS	3	
Payload	Design and deploy an embedded on intelligent, intermodal freight tracking and transfer technology.	II	9499	NIS	3	
Public Transportation Management System Social Service Van Replacement/Transportation Program	Provide funding to public and private transportation providers for capital needs identified in the state's Public Transportation Management System. Provide funding to public and private transportation providers for capital needs identified in the state's Public Transportation Management System and for coordinated systems and services projects.	II	11199	NIS	3	
Recreational Trails Program	This program provides funding for various small recreational trail projects statewide. The program is administered by APOSR.	II	6154	1,500,000 CTP	1	199
		II	12239	TRAAK	1	

VARIOUS BOROUGHS

STATEWIDE NAME	DESCRIPTION	Region	Head ID	Cost	OP	PRIORITY	SCORE
Regional Plan Implementation	Design and construct projects developed through the Southeast, Southwest, Prince William Sound/Copper River and Yukon/Kuskokwim Regional Transportation Plans. □	H	7919		NHS	3	
Road Surface Treatments	Provide hard surface road treatments on gravel roads and improvements necessary to support the hard surface.	H	9380		CTP	1	
Safety Management System/ Highway Safety Improvement Program Management and Engineering	Safety Management System, as outlined in the Transportation Equity Act for the 21st Century (TEA-21), develops a method of selecting safety projects based on analysis and objective criteria. □	H	6449		CTP	1	999
Small USGS Hydrologic Investigations	Ad hoc studies at locations in cooperation with the US Geological Survey to analyze hydrologic conditions.	H	6455		CTP	1	999
State Equipment Fleet Emissions Testing Equipment	Replacement of State Equipment Fleet emission testing equipment.	H	9800		CTP	3	
Statewide Annual Planning Work Program	State Transportation Improvement Program and State Transportation Plan, and area/regional plans preparation, data collection, and management systems as included in the Transportation Equity Act for the 21st Century (TEA-21). □	H	6446		CTP	1	999
Statewide Bridge Inventory Inspection Monitoring, Rehabilitation and Replacement Program	Inspection of all bridges on public roads two-year cycle. The magnitude of structural deficiencies found during the inspection causes the subject bridge to be eligible for replacement or rehabilitation with federal highway bridge program funding. □	H	6447		CTP	1	999
Statewide Bridge Scour Monitoring and Remedial Program	Install monitoring and telemetry and/or construct physical scour countermeasures at State bridges identified as scour critical by the federally mandated Scour Evaluation Program.	S	12579		CTP	1	
Statewide Deferred Maintenance - Airports	Deferred maintenance on airports statewide.	H	5718		A7		
Statewide Railroad/Highway At-grade Crossing Improvements		H	15599		CTP	3	
Statewide Research Program	Special studies are selected by the Statewide Research Board for funding through the federal highway program. Example: reduction in roadway surface wear caused by studded snow tires. □	H	6451		CTP	1	999
Statewide Snowmobile Trail System	Develop a statewide groomed snowmobile trail system to include staking, clearing and maintenance.	H	6460		TRAIL	3	
Statewide Urban Planning Program	Federal highway program funding for local government planning, special studies, and studies. Preparation of the Anchorage Transportation Improvement Program (AMATIP) is a required element of this program. □	H	6448	7,835,175	CTP	1	999

VARIOUS BOROUGHES

STATEWIDE		Region	Need ID	Cost	QIP	PRIORITY	SCORE
NAME	DESCRIPTION						
Statewide: Alaska Traveler Information (Iways)	Website development and telephone (511) outlet for real time travel information. To be used for public information concerning vessel tracking for the Alaska Marine Highway System, road closures, roadway maintenance, and integration with other agencies offering travel related information	H	16549		CTP	3	
Statewide: Automated Dispatch and Scheduling System (Iways)	Deploy Automated Dispatch and Scheduling System to integrate dispatch of Marine Highway employees	H	16550		CTP	3	
Statewide: Comprehensive Document Management System	Implement a system that can store and manage the Division's mass of project plans, as-built diagrams, legally-binding Right of Way parcel documents, technical reports and other archival documents relating to project development and construction	H	14085		CTP	3	
Statewide: Culvert Repair or Replace Project	Repair or replacement of culverts that are barriers to safe fish passage. This annual project will identify culverts that are partial or full barriers to fish passage and take the appropriate corrective action.	H	13239		CTP	1	
Statewide: CVO Security System (Iways)	Acquisition of Commercial Vehicle Location Systems to increase safety and security of Alaska's surface transportation infrastructure	H	16551		CTP	3	
Statewide: i-Red Inspection System (Iways)	Acquisition of a mobile inspection van using optical scanning technology for inspection of commercial vehicles	H	16552		CTP	1	
Statewide: Land Mobile Radio System, Phase 1 (Iways)	Acquisition of radios with data ports for maintenance & operations	H	16553		CTP	3	
Statewide: Land Mobile Radio System, Phase 2 (Iways)	Further acquisition of Base Station Towers for highway maintenance & operations	H	16554		CTP	1	
Statewide: Right of Way Permitting and Project Development Management System	Streamline processes for right-of-way permits and project development to improve efficiency and effectiveness in developing highway projects. Develop computer system to support right-of-way activities.	H	14086		CTP	3	
Statewide: Road Weather Information Systems, Phase 2 (Iways)	Construction of and additional 24 sites. Includes membership to the pooled fund study group AURORA	H	16555		CTP	3	
Statewide: Scenic Viewshed Enhancement	Various scenic viewshed enhancements throughout Alaska	H	14020		TRAAN	1	
Traveler Information Signs	Design and implement Community Service Sign Program on NHS routes statewide. Address illegal signs.	H	13400		NHS	1	
USGS Flood Frequency and Analysis	Coordinate effort with the US Geological Survey to collect data on water levels. It supports design of bridges, primarily, but can also be used in design of road reconstruction.	H	6450		CTP	1	999

VARIOUS BOROUGHS

STATEWIDE

NAME	DESCRIPTION	Region	Need ID	Cost	GIP	PRIORITY	SCORE
Weigh-In-Motion Equipment (Iways)	Purchase and installation of Federally required weigh-in-motion equipment at sites on National Highway System	H	7519		NHS	1	

THOMPSON PASS

NAME	DESCRIPTION	Region	Need ID	Cost	GIP	PRIORITY	SCORE
RICHARDSON HIGHWAY Intelligent Specialty Vehicle System (IWAYS)	This project will install Differential Global Positioning System (DGPS) Guidance in snow blowers to allow clearing of Thompson Pass when visibility would normally prevent equipment operations.	N	16902		CTP	1	

YAKUTAT, CITY AND BOROUGH OF

YAKUTAT

NAME	DESCRIPTION	Region	Need ID	Cost	GIP	PRIORITY	SCORE
Airport Rescue & Firefighting Aviation Apron Paving	Pave ARFF aviation apron.	S	5931	533,330	AV		
Airport Runway & Apron Resurfacing & Exit Taxiway	Resurface, groove, and mark primary Runway 11/29, including Runway 29 Elephant Ear. Resurface terminal apron and exit taxiways and construct new exit taxiway from ARFF apron to Runway 2/20. Pave ARFF Apron.	S	6920	11,733,333	AV		88
Airport Runway Object Free Area Obstruction Removal	Clear runway object free area of vegetation and ditch berms.	S	5926	1,476,570	AV		
Airport Runway Protection Zone buildings Removal	Remove buildings from runway protection zone.	S	5924	2,010,000	AV		
Airport Runways Safety Area Width Upgrade	Widen runway safety areas to federal standards.	S	5925	2,010,000	AV		
Airport Terminal Apron Overlay	Replace approximately thirty concrete apron panels or overlay the entire apron.	S	5927	426,670	AV		
Alaska State Housing Authority Subdivision Road Paving	Construct a hard surface and a sidewalk for the two entrance roads from Forest Highway 10 (Council and Orca avenues). Construct a hard surface for connecting streets (Haida, Tingit, Tongass and Totem Avenue). Combined length of 1.1 miles.	S	16292	600,000	CTP	3	
Ankau Road and Bridge Upgrade	Improve drainage and apply a bituminous surface treatment to four miles of public road between Ankau Bay Road and the pile-supported crossing of Ankau Slough. Replace deteriorated components and upgrade bridge railing.	S	2957	2,000,000	CTP	3	
Arrowside Street Lighting Installation	Identify priorities and add illumination at intersections and other locations, with local government providing for electrical costs.	S	3120	300,000	CTP	3	

YAKUTAT, CITY AND BOROUGH OF

YAKUTAT

NAME	DESCRIPTION	Region	Need ID	Cost	G/P	PRIORITY	SCORE
Bayview Drive Improvements	Widen where required, enlarge ditches, add cross drainage and improve alignment at intersections with Mallott Avenue and Monti Bay Road. Apply a bituminous surface treatment to the upgraded route, which is 1.4 miles in length. Additional improvements would be considered in exchange for municipal assumption of ownership and operation.	S	2959	500,000	CTP	3	
Cannon Beach Road Paving	Construct a hard surface for this Forest Development Road (9963), which is 2.4 miles in length. Does not include widening of the bridge across Tawah Creek.	S	16262	500,000	CTP	3	
Council Avenue Extension to Lake Street	Extend road from the ASHA housing development to the new Tlingit and Haida subdivision.	S	2972	900,000	CTP	3	
Courthouse Road	Relocation to improve alignment and drainage.	S	2973	500,000	CTP	3	
Dangerous River Road Fish Passage Enhancements	Inventory drainage structures along 19.2 miles of highway and upgrade cross drainage to satisfy protocols for fish passage. Raise the road elevation where required to accommodate larger species.	S	16058	500,000	CTP	3	
Forest Highway 10 (Ahnklin to Dangerous River) Bituminous Surface Treatment	Widen the highway and apply a Bituminous Surface Treatment (BST). Enhance the turnaround area at the end of this state-owned segment, which is 5 miles in length. Does not include widening of the bridge across Dangerous River.	S	16294	3,000,000	CTP	3	
Forest Highway 10 (FDR 9955 to Ahnklin River) Bituminous Surface Treatment	Apply a Bituminous Surface Treatment (BST) to this state-owned segment, which is 15 miles in length.	S	16293	3,000,000	CTP	3	
Forest Highway 10 Bituminous Surface Treatment	Construct a treated base and apply a Bituminous Surface Treatment (BST) for the first nine miles beyond the landfill entrance. Replace culverts where needed to improve fish passage. Increase cross drainage and raise road elevation at MP 4.8. Delineate parking and public use areas on each side of the Situk River bridge.	S	10259	2,400,000	CTP	3	
Harbor Improvements	Extend float 200', construct two fingers 100', extend sewer and water to harbor for fire and domestic service. Construct restrooms, MARPOL services and access improvements. Install six new electrical meters.	S	6198	280,000	PII		93
Harbor Upgrade of Water/Electrical System	Major rehabilitation of electrical system including service panels, meter bases, treat wire terminations for corrosion, code violations, new ground rod, aerial cable connections at piling, etc. and provide water service on floats.	S	4970	100,000	PII		64

YAKUTAT, CITY AND BOROUGH OF

YAKUTAT

NAME	DESCRIPTION	Region	Need ID	Cost	GIP	PRIORITY	SCORE
Lost River Road Relocation and Bituminous Surface Treatment	Upgrade the beginning of the route and construct one mile of road on a new alignment that connects to over one-half mile of former logging road. Upgrade the remainder of the route on the existing alignment from the junction with Tawah Creek Road. Apply a Bituminous Surface Treatment (BST) to the entire route (seven miles).	S	16263	7,000,000	CTP	3	
Miller Creek Erosion Protection	Construct a long-term solution where Miller Creek flows under the Dangerous River Road in response to upstream channel changes. The most likely improvement involves raising roadway elevation and armoring the embankment.	S	15320	300,000	CTP	3	
Porter Hill Access Road Improvements	Improvements in drainage, width and grades for this road to homes, which would also ensure winter access for emergency vehicles.	S	3035	100,000	CTP	3	
Post Office Street	Install retaining wall and guardrail, grading and surfacing of existing road, plus construct extension to commercial and residential property.	S	3017	350,000	CTP	3	
Railroad Trail from the Airport to Situk River	Convert the roadbed from the former railroad to a facility for pedestrians, bicyclists and winter users.	S	3105	500,000	TRAAN	3	
Redfield Cove Road Surfacing	Add a lift of gravel to this route, which is 9 miles in length.	S	14786	300,000	CTP	3	
Ridge Road Paving	Construct a hard surface for this road, which is 0.8 miles in length.	S	16291	300,000	CTP	3	
Runway 11/29 Blast Pads	Have 200 feet of safety area beyond the ends of runways 11 and 29 to provide blast pads.	S	5933	533,330	AV		
Runway Safety Area Extension	Extend runway safety areas behind the thresholds of runways 11, 29, and 20 and relocate drainage ditches around extended safety areas.	S	5935	971,000	AV		
Russell Fjord Road Surfacing	Add a lift of gravel to this Forest Development Road (9955), which is 3 miles in length.	S	16285	100,000	CTP	3	
Sawmill Cove Road Bituminous Surface Treatment	Apply a Bituminous Surface Treatment (BST) to this Forest Development Road (9957), which is 0.8 miles in length.	S	16287	200,000	CTP	3	
Situk Lake Road Surfacing	Add a lift of gravel to this Forest Development Road (9951), which is 6 miles in length.	S	16284	200,000	CTP	3	
South Addition Road Bituminous Surface Treatment	Apply a Bituminous Surface Treatment (BST) to this route, which is 0.3 miles in length.	S	16288	100,000	CTP	3	
State Road Resurfacing	Recondition and resurface 6.5 miles of state-maintained road and extend pavement for an additional 0.4 miles. Meet clear zone requirements along the 3.3 miles of Airport Road by widening the embankment. Enhance the parking area for the railroad display.	S	15619	2,900,000	CTP	1	111.5

YAKUTAT, CITY AND BOROUGH OF

YAKUTAT

NAME

	DESCRIPTION	Region	Need ID	Cost	QIP	PRIORITY	SCORE
Thunderland Road Extension and Bituminous Surface Treatment	Extend this route to Post Office Drive. Apply a Bituminous Surface Treatment (BST) to the entire route.	S	16290	800,000	CTP	3	
West Addition Road Bituminous Surface Treatment	Apply a Bituminous Surface Treatment (BST) to this route, which is 0.5 miles in length.	S	16289	150,000	CTP	3	
Yakutat Avenue Reconstruction	Improve ditching and drainage. Shift road alignment where needed to locate it within the planned right-of-way. Construct a treated base and apply a bituminous surface treatment.	S	3068	300,000	CTP	3	

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STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
OFFICE OF THE COMMISSIONER

SARAH PALIN, GOVERNOR

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January 23, 2008

The Honorable Kyle Johansen
Alaska State Legislature
State Capitol, Room 13
Juneau, AK 99801-1182

Dear Representative Johansen:

I respectfully request a hearing on HB 322 establishing a state transportation fund. This powerful idea ensures a permanent solution to meet the state's transportation needs. Alaska's transportation needs now far exceed the capacity of long standing federal sources.

Transportation infrastructure is at the heart of a growing economy, and Alaska needs to take charge of this responsibility. The state funds generated by this transportation endowment offer significant advantages over the rule-bound federal sources, which often result in both project delays and much higher costs. Alaska can no longer expect to see an ever improving transportation system, without a sustained level of funding from our own contribution.

In the 1980's the state surplus was used to build as much as possible resulting in a severe boom then bust economy. When oil prices dropped, the state economy took a significant downturn. A transportation fund bridges over the lean years, ensuring a stable source of funding that leads to a positive economic environment.

Enclosed is a copy of the legislation, the Governor's transmittal letter, a sectional analysis and fiscal notes.

We look forward to discussing this important piece of legislation with you and your committee.

Sincerely,



Leo von Scheben, P.E., L.S., M.B.A.
Commissioner

Enclosures

cc: Russ Kelly, Legislative Director, Office of the Governor
Randy Ruaro, Special Staff Assistant, Office of the Governor
Mary Siroky, Legislative Liaison, Dept. of Transportation & Public Facilities

Sectional Analysis of HB 322.

HB 322 creates a transportation fund, gives the commissioner of revenue management authority, and specifies a predictable yearly amount which will be available for appropriation for transportation purposes.

A new section will be added to Alaska Statute 37.14 which already recognizes other funds such as the Alaska Heritage Endowment Fund, the Mine Reclamation Trust Fund, and the Investment Loss Trust Fund.

Section 1. Creation of Alaska Highway Transportation Fund

Section 1 of the bill creates a transportation fund, determines how the fund value will be calculated, and gives authority to manage the fund to the commissioner of revenue.

Proposed Sec. 37.14.900 creates the transportation fund. The fund would consist primarily of appropriations, but will also include other contributions or investment income. The commissioner of revenue would manage the fund so that the fund would be self-sustaining.

Proposed 37.14.910 provides that, on a yearly basis, 5% of the five year average value of the fund will be made available for appropriation to the capital projects fund established in AS 44.42.080. The Department of Transportation and Public Facilities could use the funds for transportation projects.

Proposed sections 37.14.920 & 930 provide the commissioner of revenue with necessary authority to manage and invest the funds, and specify that the market value of the fund must be calculated in accordance with generally accepted accounting principles.

Section 2: Transition Clause.

Section 2 is a transition clause which will be in effect during the years 2008-2012. This section is necessary because the statute will require that any appropriations be based upon a five year average fund value. Until the fund has been in existence for a full five years, the fund's average values will be calculated according to the fund's value during all available years.

Section 3: Effective Date

Section 3 provides for an immediate effective date.

SARAH PALIN
GOVERNOR
GOVERNOR@GOV.STATE.AK.US



STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

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January 15, 2008

The Honorable John Harris
Speaker of the House
Alaska State Legislature
State Capitol, Room 208
Juneau, AK 99801-1182

Dear Speaker Harris:

Under the authority of art. III, sec. 18, of the Alaska Constitution, I am transmitting a bill establishing a state transportation fund.

An efficient and functional transportation system is vital to Alaska's economy. For the first time in Alaska's history, a reliable source of state financing would be in place. The bill would result in a predictable yearly amount that would be available to supplement state transportation financing. With growth over time through investment and future contributions, the fund could help ensure Alaska's transportation infrastructure is adequately maintained and improved.

Declining federal funding and the need for transportation infrastructure to grow our economy make establishing a transportation fund a smart and fiscally responsible decision. In addition, high oil prices resulting in budget surpluses, uniquely position Alaska to utilize our non-renewable natural resource wealth to generate renewable dollars for years to come. A stable source of transportation funding would benefit current and future generations of Alaskans alike, and would reduce Alaska's dependence on federal aid dollars. Furthermore, the use of state funds would allow critical projects to be completed much sooner than through the traditional federal highways program. This is because the state funded projects are not subject to the time consuming scrutiny the federal funding process entails.

The Honorable John Harris

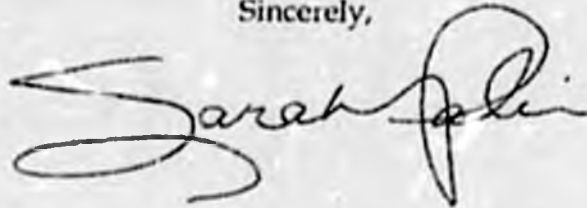
January 15, 2008

Page 2

The need for this new, permanent source of funding for transportation could not be more evident. Ruttled pavements, delayed projects, and urban congestion are common problems in this state. Federal transportation dollars, though adequate in past decades, no longer meet all the basic needs of the state. Like education, transportation is a basic government service and one that affects the daily lives of all citizens. Other states are enacting their second and third tier of non-federal financing mechanisms. It is time for Alaska to enact its first.

I urge your prompt and favorable action on this measure.

Sincerely,

A handwritten signature in black ink, appearing to read "Sarah Palin". The signature is fluid and cursive, with a large initial "S" and a distinct "P" at the end.

Sarah Palin
Governor

Enclosure

FISCAL NOTE

STATE OF ALASKA
2008 LEGISLATIVE SESSION

Fiscal Note Number: _____
Bill Version: HB 322
() Publish Date: _____

Identifier (file name): HB322-FC-TF-02-18-08
Title: Transportation Fund

Dept. Affected: Fund Capitalization
RDU: Capital Spending
Component: Transportation Fund

Sponsor: Rules for the Governor
Requester: Senate Finance

Component Number: _____

Expenditures/Revenues (Thousands of Dollars)

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

	Appropriation Required	Information						
		FY 2009	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014
OPERATING EXPENDITURES								
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	0.0

CAPITAL EXPENDITURES		500,000.0						
-----------------------------	--	-----------	--	--	--	--	--	--

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

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts								
1003 GF Match								
1004 GF		500,000.0						
1005 GF/Program Receipts								
1037 GF/Mental								
Other Intergovernmental Receipts								
TOTAL		0.0	500,000.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2008) cost: 500,000.0 GF

POSITIONS

Full-time								
Part-time								
Temporary								

ANALYSIS: (Attach a separate page if necessary)

The Governor's proposal for a transportation fund is for an FY08 appropriation of \$500,000.0 and an additional \$500,000.0 in FY09. These two appropriations fund the endowment which is estimated to provide an annual minimum of \$50,000.0 to the Department of Transportation and Public Facilities via a percent of market value calculation.

Funding of the fund via the FY08 supplemental requires an immediate effective date.

Prepared by: Mary Siroky - Legislative Liaison
Division: Commissioner's Office - DOT&PF
Approved by: Nancy Siagle
Admin Division Director - DOT&PF

Phone: 465-4772
Date/Time: 2/18/08 1:00 PM
Date: 2/18/2008

FISCAL NOTE

STATE OF ALASKA
2008 LEGISLATIVE SESSION

Fiscal Note Number: 2
 Bill Version: HB 322
 (H) Publish Date: 1/17/08

Identifier (file name): 0045-DOR-TRE-01-1408 Dept. Affected: Revenue 04
 Title: Alaska Transportation Fund RDU: Taxation and Treasury

Sponsor: Governor Component: Treasury
 Requester: Governor Component Number: 121

Expenditures/Revenues

(Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below

	Appropriation Required	Information						
		FY 2009	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014
OPERATING EXPENDITURES								
Personal Services								
Travel								
Contractual	1,000.0			1,000.0	1,000.0	1,000.0	1,000.0	1,000.0
Supplies								
Equipment								
Land & Structures								
Grants & Claims								
Miscellaneous								
TOTAL OPERATING	1,000.0			1,000.0	1,000.0	1,000.0	1,000.0	1,000.0

CAPITAL EXPENDITURES

CHANGE IN REVENUES ()

(Thousands of Dollars)

FUND SOURCE						
1002 Federal Receipts						
1003 GF Match						
1004 GF	1,000.0			1,000.0	1,000.0	1,000.0
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other Interagency Receipts						
TOTAL	1,000.0			1,000.0	1,000.0	1,000.0

Estimate of any current year (FY2008) cost: 0.0

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

ANALYSIS: (Attach a separate page if necessary)

This fiscal note represents the estimated accounting, custodial, performance measurement, financial advisory and internal and external portfolio investment management costs allocable to the new Transportation Employment Fund (TEF). As a comparison, the cost of managing the Public Employee Retirement Systems and Teacher Retirement Systems is 21 basis points per year. General fund programs that are separately managed have an average cost of 11 basis points per year. The TEF would be invested with a moderately aggressive risk asset allocation profile meaning that it would include domestic and international equities, real estate, and alternative investments asset classes. These asset classes are managed with external investment managers. Because the fiduciary is the Commissioner of Revenue and not a board of directors there would be a reduction of costs. I believe there would be a preference to use passive as opposed to active investment management for a number of investment allocations that would further reduce investment management fees. At a funding level of \$1 billion dollars an estimated cost of 10 basis point or 1 million dollars would be very reasonable considering the anticipate level of management oversight and investment management that an endowment of this size would require.

Prepared by: Brian C Andrews Phone: 907 465-3669
 Division: Revenue / Treasury Date/Time: 1/14/08 12:03 AM
 Approved by: Jerry Burnett Date: 1/14/2008
 Department of Revenue



March 25, 2008

Rep. Kyle Johansen
House Transportation Committee
Room 13
State Capitol
Juneau, Alaska 99811

RE: HB 322

Dear Rep. Johansen,

The Alaska Municipal League would like to go on the record showing their support for HB 322. As you know, we feel that transportation issues in the State have been inadequately addressed. In the light of decreasing federal funds, we must find some method to ensure that transportation needs in our communities be build and/or maintained to the best of our ability.

We think that 2 percent of market value is a wise choice at this time, as revenues will go up and down with the market. We will not find ourselves spending too much or too little in relationship to how Alaska fares financially in any particular year.

Again, we support this bill and feel that it is a first step in stemming some of the difficulties and anxiety that we all feel when it comes to transportation issues. The League is anxious to work with the State to put together a transportation strategy that works.

Sincerely,

Kathie Wasserman
Executive Director

25-GH2045/C
Kane
3/27/08

CS FOR HOUSE BILL NO. 322()
IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTY-FIFTH LEGISLATURE - SECOND SESSION

BY

Offered:
Referred:

Sponsor(s): HOUSE RULES COMMITTEE BY REQUEST OF THE GOVERNOR

A BILL

FOR AN ACT ENTITLED

1 **"An Act establishing the Alaska transportation fund and relating to the fund; and**
2 **providing for an effective date."**

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

4 *** Section 1. AS 37.14 is amended by adding new sections to read:**

5 **Article 10. Alaska Transportation Fund.**

6 **Sec. 37.14.900. Alaska transportation fund. (a) The Alaska transportation**
7 **fund is established as a separate trust fund of the state. The fund consists of**

- 8 (1) appropriations to the fund;
- 9 (2) donations or gifts to the fund;
- 10 (3) income earned on investments of fund assets; and
- 11 (4) realized and unrealized capital gains.

12 (b) The commissioner of revenue shall manage the fund as an annuity, with
13 the goal that if no additional contributions are made to the fund, it will be fully
14 depleted without further contribution. The legislature may make additional

1 contributions to the fund that may either go toward increasing the amount of the
2 annual payment or extending the term of the annuity fund, or a combination of both.
3 The commissioner shall invest the assets of the fund in a manner likely to yield at
4 least a five percent real rate of return over time.

5 (c) Money from an appropriation made to the fund remaining in the fund at
6 the end of a fiscal year does not lapse and remains available for investment and
7 appropriation in successive fiscal years.

8 (d) Nothing in this section creates a dedicated fund.

9 **Sec. 37.14.910. Market value of the fund.** The Department of Revenue shall
10 determine the market value of the fund annually as of the close of business on
11 June 30 of each year in accordance with generally accepted accounting principles for
12 the determination of fair value.

13 **Sec. 37.14.920. Powers and duties of the commissioner of revenue.** In
14 carrying out the investment duties under AS 37.14.900 - 37.14.990, the
15 commissioner of revenue has the powers and duties set out in AS 37.10.071. Not
16 later than the 10th day following the convening of each regular session of the
17 legislature, the commissioner of revenue shall make available a report to the
18 legislature on the condition and investment performance of the fund and, based on
19 the payment schedule established by the legislature, the amount available for
20 appropriation to the capital project fund identified in AS 44.42.060(2).

21 **Sec. 37.14.990. Definition.** In AS 37.14.900 - 37.14.990, "fund" means the
22 Alaska transportation fund established in AS 37.14.900.

23 * Sec. 2. This Act takes effect immediately under AS 01.10.070(c).

The Transportation Fund with an endowment approach.

Year	Annual 5% Investment	Inflation Adjustment	Cumulative Investment	Adjusted Cumulative	Beginning of Year Fund Balance	Earnings @ 8%	End of Year Fund Balance	2008 Purchasing Power
0					1,000,000,000	80,000,000	1,080,000,000	1,036,800,000
1	54,000,000	54,000,000	54,000,000	50,000,000	1,026,000,000	82,080,000	1,108,080,000	1,022,284,800
2	55,404,000	53,487,840	109,404,000	103,187,840	1,052,876,000	84,214,080	1,136,890,080	1,009,051,080
3	56,844,504	52,483,210	166,248,504	155,631,050	1,080,045,576	86,403,646	1,166,449,222	997,065,816
4	58,322,461	51,734,321	224,570,965	207,395,371	1,108,126,761	88,650,141	1,196,776,902	986,297,751
5	59,838,845	51,149,476	284,409,810	256,544,847	1,136,938,057	90,955,045	1,227,893,101	976,717,399
6	61,394,855	50,587,075	345,804,665	309,141,922	1,166,498,446	93,319,876	1,259,818,322	968,296,915
7	62,990,916	50,105,600	408,795,581	359,247,525	1,196,827,406	95,746,192	1,292,573,598	961,010,103
8	64,628,680	49,673,832	473,424,261	408,921,157	1,227,944,918	98,235,593	1,326,180,512	954,832,336
9	66,309,026	49,298,818	539,733,287	458,220,975	1,259,871,486	100,789,719	1,360,661,205	949,740,506
10	68,033,060	48,982,899	607,766,347	507,203,874	1,292,628,145	103,410,252	1,396,038,397	945,712,992
11	69,801,920	48,721,888	677,568,267	555,925,562	1,326,238,477	106,098,918	1,432,337,395	942,729,590
12	71,616,770	48,515,070	749,184,037	604,440,638	1,360,718,625	108,857,490	1,469,576,115	940,771,498
13	73,478,806	48,362,075	822,663,842	652,802,686	1,396,097,309	111,687,785	1,507,785,094	939,821,258
14	75,389,255	48,261,578	898,053,097	701,054,244	1,432,395,839	114,591,667	1,546,987,507	939,862,724
15	77,349,375	48,212,831	975,402,272	749,277,075	1,469,638,131	117,571,050	1,587,209,182	940,861,021
16	79,360,456	48,214,958	1,054,762,722	797,492,032	1,507,848,723	120,627,898	1,628,476,620	942,862,521
17	81,423,831	48,267,196	1,136,186,553	845,759,229	1,547,052,789	123,764,221	1,670,817,013	945,794,791
18	83,540,851	48,366,847	1,219,727,413	894,128,076	1,587,276,162	126,982,093	1,714,258,255	949,666,599
19	85,712,913	48,519,275	1,305,446,326	942,647,350	1,628,545,342	130,283,627	1,759,828,969	954,467,822
20	87,941,448	48,717,897	1,393,388,774	991,365,246	1,670,867,521	133,671,002	1,804,538,523	960,189,480
21	90,227,926	48,964,199	1,483,609,701	1,040,329,445	1,714,330,597	137,148,448	1,851,479,044	966,823,681
22	92,573,852	49,257,720	1,576,183,553	1,089,587,166	1,758,903,192	140,712,250	1,899,615,447	974,363,601
23	94,980,772	49,598,050	1,671,181,325	1,139,185,221	1,804,634,675	144,370,774	1,948,005,449	982,803,459
24	97,450,272	49,984,853	1,768,614,598	1,189,170,073	1,851,555,177	148,124,414	1,996,679,591	992,138,496
25	99,983,980	50,417,817	1,868,598,577	1,239,587,891	1,899,695,611	151,975,649	2,051,671,260	1,002,364,959
26	102,583,563	50,898,705	1,971,182,140	1,290,484,576	1,949,047,697	155,927,016	2,105,014,713	1,013,480,075
27	105,250,736	51,421,322	2,076,433,876	1,341,906,918	1,999,763,977	159,981,118	2,159,745,095	1,025,482,040
28	107,987,255	51,991,528	2,184,420,131	1,393,897,446	2,051,757,841	164,140,827	2,215,898,668	1,038,369,996
29	110,794,923	52,607,229	2,295,015,054	1,446,504,674	2,105,103,544	168,408,284	2,273,511,828	1,052,144,021
30	113,675,591	53,268,381	2,408,283,445	1,499,773,055	2,159,836,237	172,786,899	2,332,623,136	1,066,805,116

Rep Fairclough

The Transportation Fund with a 10 year Annuity Payout

Year	Annual Investment	Inflation Adjustment	Beginning Year Balance	Earnings @ 8%	End of Year Balance
0	-	-	1,000,000,000	80,000,000	1,080,000,000
1	149,000,000	149,000,000	971,000,000	74,480,000	1,095,480,000
2	149,000,000	143,040,000	856,480,000	68,518,400	924,998,400
3	149,000,000	137,318,400	775,996,400	62,079,872	838,076,272
4	149,000,000	131,825,664	689,078,272	55,126,262	744,204,534
5	149,000,000	126,552,637	595,274,534	47,616,363	642,820,896
6	149,000,000	121,490,532	493,820,896	39,505,672	533,326,568
7	149,000,000	116,630,911	384,326,568	30,746,125	415,072,694
8	149,000,000	111,965,674	268,072,694	21,285,815	287,358,509
9	149,000,000	107,487,047	138,358,509	11,068,681	149,427,190
10	149,427,190	93,087,047	-	-	-
	1,490,427,190	1,238,397,913			

The Transportation Fund with a Perpetual 5% Payout

Rep. Fairclough

The Transportation Fund with a Perpetual 5% Payout

Year	Annual 5% Investment	Inflation Adjustment	Cumulative Investment	Adjusted Cumulative	Beginning of Year Fund Balance	Earnings @ 8%	End of Year Fund Balance	2008 Purchasing Power
0					1,000,000,000	80,000,000	1,080,000,000	972,000,000
1	54,000,000	54,000,000	54,000,000	54,000,000	1,026,000,000	82,080,000	1,108,080,000	900,072,000
2	55,404,000	49,863,600	109,404,000	103,863,600	1,052,876,000	84,214,080	1,136,890,080	835,993,872
3	56,844,504	48,173,694	166,248,504	150,037,294	1,080,045,576	86,403,646	1,166,449,222	778,997,713
4	58,322,481	42,886,486	224,570,985	192,923,778	1,108,126,781	88,650,141	1,196,776,902	728,392,853
5	59,838,845	39,962,583	284,409,810	232,886,362	1,136,938,057	90,955,045	1,227,893,101	683,558,147
6	61,394,055	37,366,553	345,804,485	270,252,915	1,166,498,446	93,319,876	1,259,818,322	643,935,031
7	62,990,916	35,066,533	408,795,381	305,319,448	1,196,827,406	95,748,192	1,292,575,598	609,021,277
8	64,628,680	33,033,867	473,424,061	338,353,315	1,227,944,018	98,235,593	1,326,180,512	578,365,372
9	66,309,026	31,242,792	539,733,087	369,596,107	1,259,871,486	100,789,719	1,360,661,205	551,561,458
10	68,033,060	29,670,144	607,766,147	399,266,250	1,292,628,145	103,410,252	1,396,038,397	528,244,785
11	69,801,920	28,295,103	677,568,067	427,561,353	1,326,236,477	106,098,818	1,432,335,395	508,087,605
12	71,616,770	27,098,957	749,184,837	454,660,311	1,360,718,825	108,857,490	1,469,576,115	490,795,492
13	73,478,806	26,064,894	822,663,642	480,725,205	1,396,097,309	111,687,785	1,507,785,094	476,104,024
14	75,389,255	25,177,809	898,052,897	503,014	1,432,395,839	114,591,667	1,546,987,507	463,775,793
15	77,349,375	24,424,136	975,402,272	530,327,150	1,469,838,131	117,571,050	1,587,209,182	453,597,721
16	79,360,459	23,791,898	1,054,762,732	554,118,848	1,507,848,723	120,627,898	1,628,476,620	445,378,644
17	81,423,831	23,269,563	1,136,186,563	577,388,411	1,547,052,789	123,764,223	1,670,817,013	438,847,133
18	83,540,851	22,847,924	1,219,727,413	600,236,336	1,587,278,162	126,982,093	1,714,258,255	434,149,537
19	85,712,813	22,517,688	1,305,440,326	622,754,324	1,628,545,342	130,283,627	1,758,828,969	430,848,227
20	87,941,448	22,271,871	1,393,381,774	645,026,195	1,670,887,521	133,671,002	1,804,558,523	428,920,002
21	90,227,926	22,102,514	1,483,609,701	667,128,709	1,714,330,597	137,146,448	1,851,477,044	428,254,871
22	92,573,852	22,003,596	1,576,183,553	689,132,305	1,758,903,182	140,712,255	1,899,615,447	
23	94,980,772	21,969,485	1,671,184,325	711,101,770	1,804,634,875	144,370,774	1,949,005,449	430,326,392
24	97,450,272	21,895,068	1,768,614,598	733,096,838	1,851,555,177	148,124,414	1,999,679,591	432,903,180
25	99,983,980	22,075,868	1,868,598,577	755,172,736	1,899,695,811	151,975,649	2,051,671,260	436,405,364
26	102,583,563	22,207,933	1,971,182,140	777,380,669	1,949,087,697	155,927,016	2,105,014,713	440,773,936
27	105,250,736	22,387,595	2,076,432,876	799,768,264	1,999,763,977	159,981,116	2,159,745,095	445,953,886
28	107,987,255	22,611,703	2,184,420,131	822,379,967	2,051,757,841	164,140,627	2,215,898,468	451,896,533
29	110,794,923	22,877,434	2,295,215,054	845,267,401	2,105,103,544	168,406,284	2,273,511,828	458,556,904
30	113,675,591	23,182,202	2,408,899,645	868,439,603	2,159,836,237	172,786,899	2,332,623,136	465,903,180
31	116,631,157	23,522,343	2,525,521,802	891,812,227	2,215,991,879	177,279,359	2,393,271,337	473,996,252
32	119,663,567	23,899,783	2,645,185,388	915,331,830	2,273,607,770	181,880,822	2,455,488,392	482,569,177
33	122,774,820	24,306,575	2,767,960,189	939,038,375	2,332,721,572	186,617,726	2,519,339,298	491,716,874
34	125,966,965	24,744,772	2,893,927,153	962,983,147	2,393,372,333	191,469,787	2,584,842,120	501,497,727
35	129,242,106	25,214,316	3,023,189,259	987,279,463	2,455,600,014	196,448,001	2,652,048,015	511,833,260
36	132,602,401	25,714,147	3,155,771,660	1,011,922,910	2,519,445,614	201,555,649	2,721,001,263	522,707,857
37	136,050,063	26,244,177	3,291,821,723	1,036,889,788	2,584,851,200	206,796,096	2,791,747,296	534,108,601
38	139,587,365	26,803,399	3,431,409,088	1,062,190,089	2,652,159,931	212,172,795	2,864,332,726	546,024,538
39	143,218,836	27,391,388	3,574,625,724	1,087,834,473	2,721,118,090	217,689,267	2,938,805,377	558,447,470
40	146,940,269	27,999,500	3,721,565,983	1,113,839,773	2,791,865,108	223,349,209	3,015,214,317	571,376,768

The Transportation Fund with a 10 year Annuity Payout

Year	Annual Investment	Inflation Adjustment	Beginning Year Balance	Earnings @ 8%	End of Year Balance
0	-		1 000 000 000	80 000 000	1 080 000 000
1	149 000 000	149 000 000	931 000 000	74 480 000	1 005 480 000
2	149 000 000	134 100 000	856 480 000	68 518 400	924 998 400
3	149 000 000	120 690 000	775 998 400	62 079 872	838 078 272
4	149 000 000	108 621 000	689 078 272	55 126 262	744 204 534
5	149 000 000	97 758 900	595 204 534	47 616 363	642 820 898
6	149 000 000	87 983 010	493 820 898	39 505 672	533 326 568
7	149 000 000	79 184 709	384 326 568	30 746 125	415 072 694
8	149 000 000	71 266 238	266 072 694	21 285 815	287 358 509
9	149 000 000	64 139 114	138 358 509	11 066 661	149 427 190
10	149 427 190	57 725 653			
Total	\$1,490,427,190	\$970,469,124			

Above illustrates a \$1 billion Transportation Fund structured to an annuity spenddown in 10 years. It results in almost \$1.5 billion in transportation projects accomplished in 10 years. Adjusted for 10% annual construction inflation, it represents \$970 million in 2008 dollars.

Below illustrates the HB322 proposed Transportation Fund with a perpetual payout of 5%. It takes 21 years to accomplish \$1.5 billion in transportation projects. Adjusted for inflation, it takes 31 years to accomplish what the annuity payout does in 10 years.

Daily Treasury Yield Curve Rates as of March 31, 2008

1 yr	2 yr	3 yr	4 yr	5 yr	6 yr	7 yr	8 yr	9 yr	10 yr
1.55%	1.62%	1.79%	2.13%	2.46%	2.67%	2.88%	3.07%	3.26%	3.45%

**Assumptions*

1. \$1 billion is invested in US Treasuries with 10 different durations - \$100mm each for 1yr, 2yr, 3yr ... 10yr respectively.
2. At the end of each year, \$100mm is taken out along with all interest earned so far.
3. No re-investment is performed at the end of each year.
4. For the endowment method, 8% annual earning, 5% EoY Fund Balance payout with 5 year average

Endowment Earning 8.00% Payout % 5.00%
 Endowment initial balance \$1,000 mm

EoY	Cash Outflow \$ mm	Adjusted Cash Outflow \$ mm	Reserve Fund Balance	Flow of Reserve Fund	Endowment Method		
					EoY Balance Before Payout	Pay out \$ mm	EoY Balance After Payout
1	124.875	115.554	9.321	9.321	1,080.00	54.00	1,026.00
2	123.325	115.554	17.092	7.771	1,108.08	54.70	1,053.38
3	121.705	115.554	23.243	6.151	1,137.65	55.43	1,082.22
4	119.915	115.554	27.604	4.361	1,168.80	56.18	1,112.62
5	117.790	115.554	29.840	2.236	1,201.62	56.96	1,144.66
6	115.330	115.554	29.616	-0.224	1,236.24	58.52	1,177.71
7	112.660	115.554	26.722	-2.894	1,271.93	60.16	1,211.77
8	109.780	115.554	20.948	-5.774	1,308.71	61.87	1,246.84
9	106.710	115.554	12.104	-8.844	1,346.58	63.65	1,282.93
10	103.450	115.554	0.000	-12.104	1,385.57	65.49	1,320.08
Total	1,155.54	1,155.54					

DOR Treasury 4-1-08

Crossroads Ahead



Why a State Funded
Transportation Program is
Right for Alaska

What We Will Address

- State of Alaska's transportation system
 - Declining conditions
 - Limitations to meeting needs
 - What other states are doing; why these approaches are a poor fit for Alaska
- The Alaska Transportation Fund
 - Advantages of non-federal funds
 - Core concepts for using the fund
 - Immediate and future priorities
 - How projects would be selected

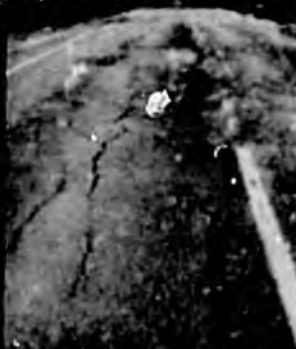
State of Alaska's Transportation Infrastructure - 2008

- Safety: high-accident roads await funds, seasonal airport surfaces not ideal
- Congestion: traffic growing faster than new capacity constructed
- Deteriorating conditions: pavement, rutting, ferry machinery breakdowns, harbor facilities aging
- Preventative maintenance: adequate funds to avoid costly repairs not available

Poor Pavement Conditions



Kenai Peninsula: Robinson Loop Road



North Star Borough
Goldstream Road
Kenai Peninsula: Sterling Highway

Bridge Deficiencies



Bridge No. 948
 Route 1
 Location: Johnson River
 Inspector: Elmer Hart & Son Co. Inc.
 Date: 10/19/96
 Photo: 72

Alaska Highway Bridge after over-height strike - reduced to single lane traffic



Glenn Hwy Eagle River
 Bridge Rail damaged

86 or just over 10% of bridges need seismic retrofits

5

Climate Change Problems

Settlement due to thawing on Glenn Highway (top and bottom).

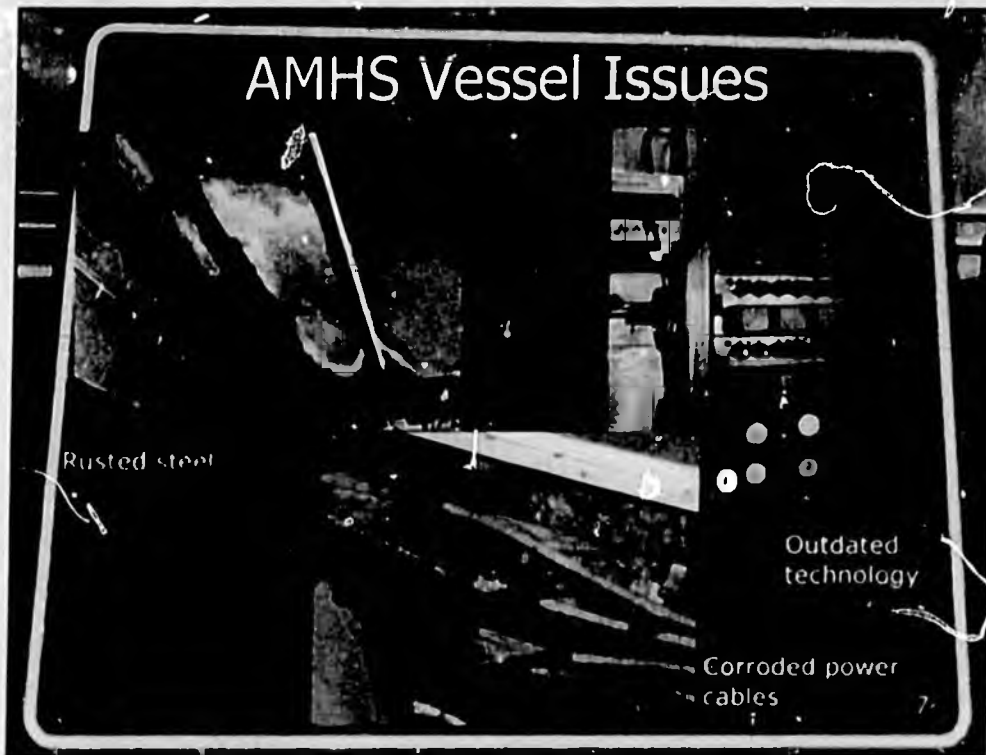


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Copper River is now threatening the CR Highway

6



Airport Needs Unmet



Nanwalek Airport,
nearby hazards,
poor drainage



Savoonga
Airport, runway
rutting



Birchwood
Airport,
pavement
cracking

9

Example of Funding Constraints

Location	Cost to Build	Years of Federal NHS Funds*
Anchorage, Hwy to Hwy	\$750 M	10
Fairbanks, 3 Major Hwys.	\$700 M	9.3
AMHS: New Mainliner	\$250 M	3.3
Totals	\$2.3 Billion	~30 Years

*If all other NHS projects delayed

These three routes are also
priority safety corridors.

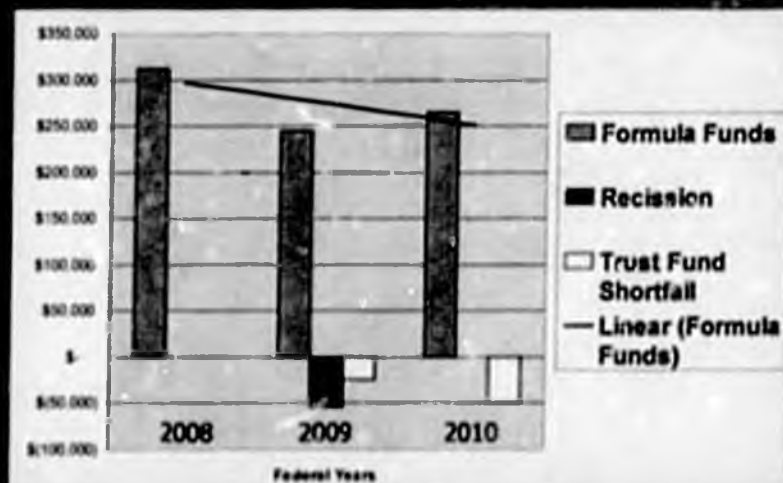
10

Contributing Weaknesses

- Federal funds effectiveness has declined because:
 - Earmarks and new set-asides have reduce funds to basic needs
 - Inflation is high, reducing what the funds accomplish
 - Federal laws and rules keep expanding
 - Limited state M&O funds has changed our use of federal funds
 - Highway trust fund revenue not adjusted since 1993

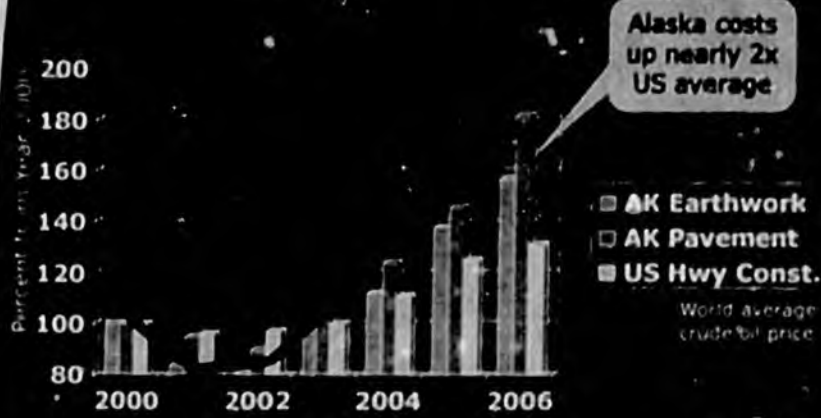
11

Federal Funds Decline



12

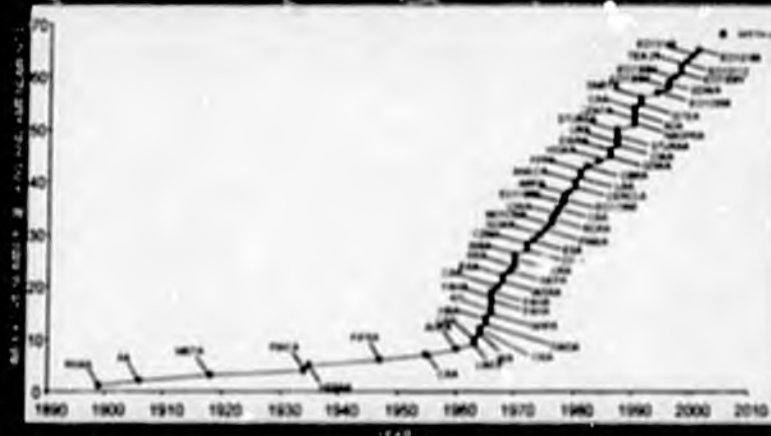
Inflation is an Issue



Costs indexed to 100 in year 2000

13

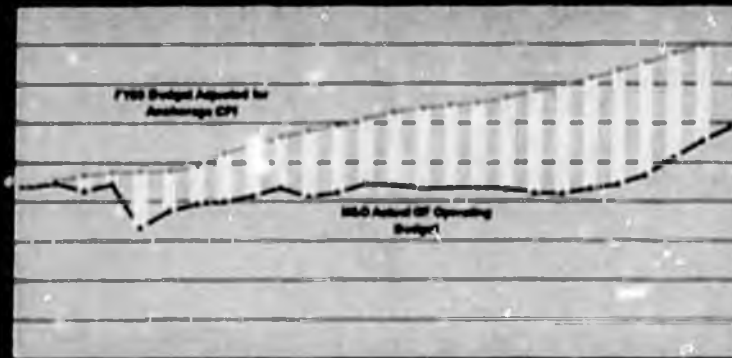
Growth of Federal Laws



For FHWA Presentation 2004

14

M&O \$ Shortfall Since 1983



This gap has been filled by shifting some federal funds to major maintenance activities that were once state funded.

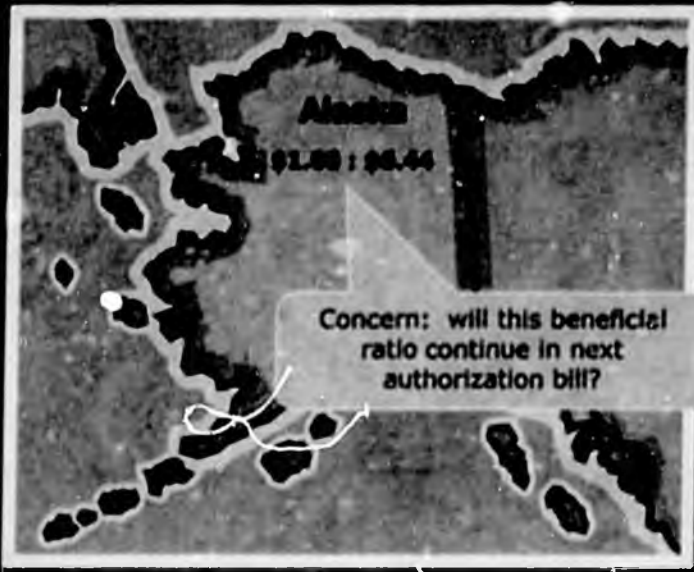
15

Scope of Alaska's Needs

- Lane miles per 1000 population
 - US average: 28 lane miles
 - Alaska: 44 lane miles
- Only 24x7, ocean certified, ferry system, longest route system
- Largest state aviation system
- Longest coastline, high need for ports and harbors
- Unmet needs vastly greater in Alaska due to late start in infrastructure

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• Biggest Return
of Federal Highway Funds



Most States Have Diversified



Other States

- Adopting user fee approaches:
 - Tolls
 - Lease roads and bridges to private concessions (PPP)
 - County level bonds for state roads
 - Tax on miles driven
- These have little merit to meet the majority of Alaska's needs

19

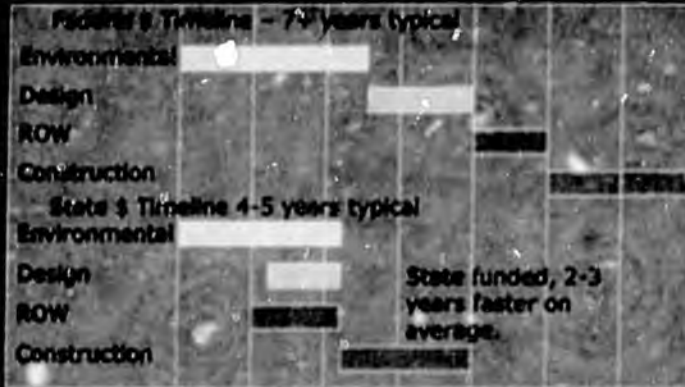
State Fund Advantages

- Projects completed faster
 - Avoided federal oversight, parallel actions
- Less costly to construct
 - Reduced time avoids cost escalation
- Complex federal laws avoided
 - NEPA, 4(f), Buy America, do not always apply
- Significant public benefits achieved sooner
 - Public safety improved
 - Delay time and fuel costs reduced
 - Economic development facilitated
 - Asset life extended

20

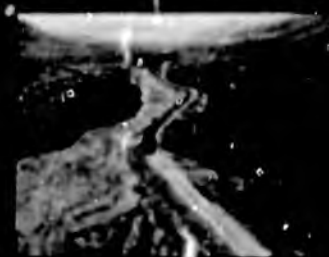
State Funds Advantages

Years



21

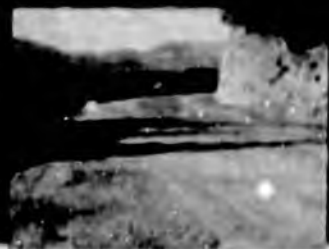
State Funded Successes



Dalton Highway 3 years saved



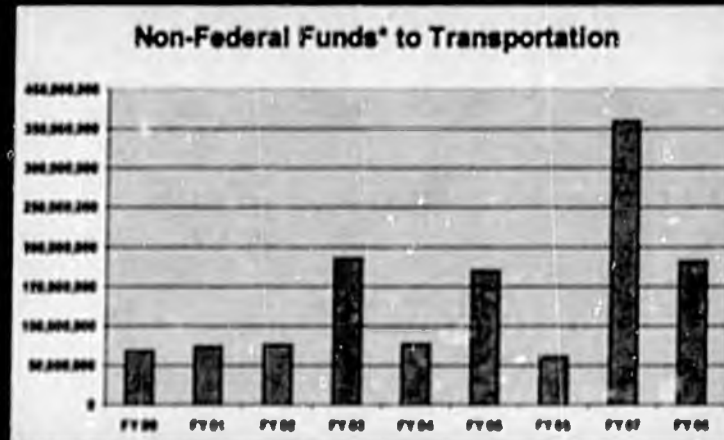
Anchorage, Elmore Road 2 years saved



McCarthy Road 3 years saved

22

Erratic State Appropriations to Transportation



*Excludes state funds appropriated to match federal funds

23

Federal Fund Limitations

- The Highway and Transit Program can not meet the needs & expectations of Alaska citizens
- Federal Aviation Program, is also limited
- Other transportation needs such as ports and harbors have no continuous funding program

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Alaska Transportation Fund

- Core concepts:
 - Available to all modes
 - Local and state projects eligible
 - Funds used in "program" approach
 - AS 44.42.050 (transportation planning) guides project selection process
 - Data driven needs assessment
 - Public process, with scoring
 - Nationally recognized and respected approach continued

25

Why this Approach?

- Episodic funding difficult for both private and public sectors
 - 1987 downturn led to layoffs, business closures
 - ATF will be there when most needed!
- Sustaining a "system" needs a sustainable revenue source
 - Predicted growth in fund provides inflation proofing
- User fees impractical and improbable
 - Raising \$50 million would require raising fuel tax from 8¢ to 20¢ (a 150% increase)

26

AS 44.42.050

(1) The legislature shall develop a comprehensive, intermodal, long range transportation plan.

(2) The plan shall be developed in a manner that is consistent with the following requirements:

(a) The plan shall be developed in a manner that is consistent with the following requirements:

(b) The plan shall be developed in a manner that is consistent with the following requirements:

(c) The plan shall be developed in a manner that is consistent with the following requirements:

(d) The plan shall be developed in a manner that is consistent with the following requirements:

What a "Program" Means

	Program Approach	Project Approach
Funded by	Major Steps	Project Total
Parked funds	Low ▲	High
Public benefits	Maximized ▲	Less
Inflation loss	Minimum ▲	High
Best example	US Interstate	Earmarks

Funds applied annually to projects in several steps of completion

Projects	Permits	Design	ROW	Construct
A	\$			
B	\$			
C		\$		
D		\$		
E			\$	
F			\$	
G				\$
H				\$

29

Initial Priorities - 2 Years

- Initial priorities for ATF funds:
 - Address priority public safety needs
 - Intersections, rumble strips, signage
 - Ready-to-construct projects
 - Shows immediate progress
 - Uses prior investment to good purpose
 - Preservation, reducing deferred maintenance backlog
 - Support to significant economic needs, congestion issues

30

Why Safety?

- Safety's importance:
 - 75-85 lives lost each year in state
 - 500-600 major injuries
 - \$500 Million per year, in societal costs
- State goal is to reduce these tragedies by 1/3 over ten years
- Only strong new initiatives and investments will make this possible

31

Why Preservation?

- Extends useful life of assets
 - \$1 can save \$4 if timely
- Wealth of data to guide allocations
 - Management systems: pavement, maintenance, bridge
- Often an unfunded gap between federal funds and state M&O budgets
 - Airport needs
 - Bridge guard rail

32

Why Congestion Relief?

- Why congestion needs attention:
 - Growing problem in several areas
 - Adds costs to business and users
 - Often a factor in accidents
- Lane miles growing more slowly than number of vehicles on highways
 - Elmore Road estimated to save \$9.5 M per year in congestion and reduced travel
 - Only 4 years to recover state investment

33

Why Economic Development?

- Transportation often essential element to economic investment.
 - Red Dog, TSAIA freight success both benefited from state investment in transportation.
- Alaska Constitution: Article 8, Sec. 5: "The legislature may provide for facilities, improvements, and services to assure greater utilization, development, reclamation, and settlement of lands."
 - Much of Alaska lacks sufficient economic investment to be truly sustainable.
 - Investment leads to good jobs which helps communities and citizens.

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After First 2 Years

- Rely on statewide assessments of modal needs to help divide the funds
 - Consider several modes
 - Review local and state owned assets
- Review both deferred maintenance and new improvements
- Apportion \$\$ to systems based on the degree of overall need

35

Update all Needs Assessments

- 2030 Plan good baseline data for:
 - Highways, bridges, aviation, transit
- 2008 AMHS Plan will update ferry needs assessment
- 2008 Port and Harbor study will update system assessment
- Updated assessments will help allocate \$\$ between modes

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Crossroads Ahead

**Under
Investment:
Stagnation,
Dangers,
Congestion,
Repairs Needed**



**Alaska
Transportation
Fund:
Safety
Improvements,
Gas-Line
Readiness,
Congestion Relief,
Economic Support**

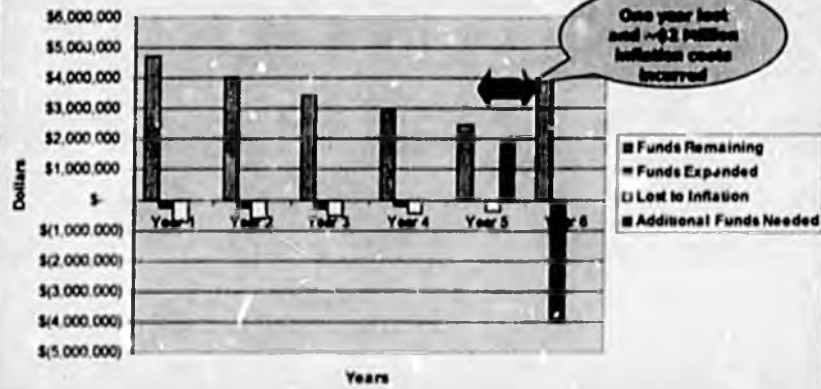
'What a "Program" Means

- Funding applied as needed
- Priorities set; each project proceeds as quickly as possible
 - adjustments made in response to each project's progress
 - earliest projects hold priority
- US Interstate: Fantastic achievement due to a "program" approach

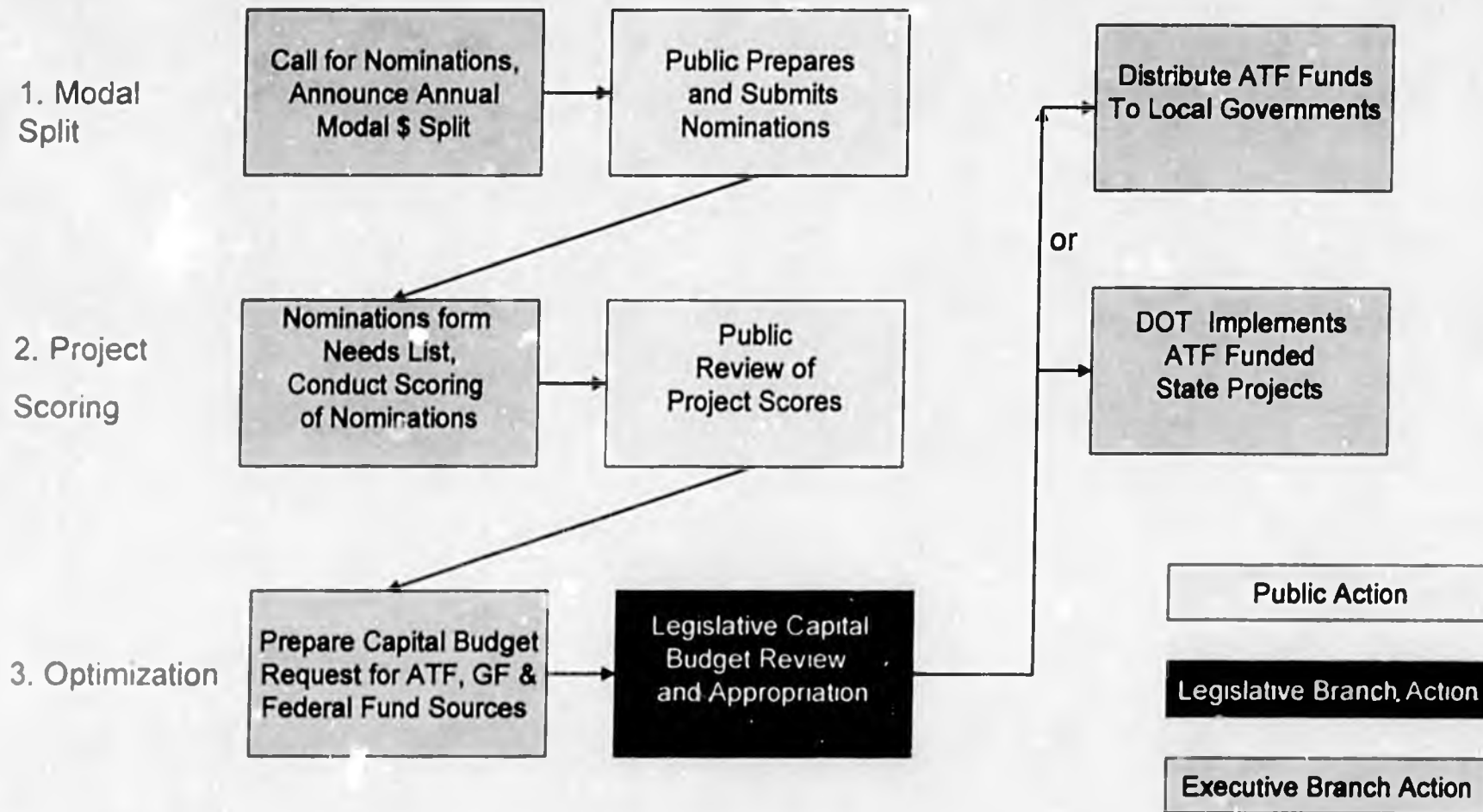
38

Costs of "Project" Approach

Inflation and Lost Time



ATF Project Selection Public Processes



How the Alaska Transportation Fund Would Work

With the ATF eligible for all modes of transportation administered by Alaska DOT&PF, we envision there would be a three-step process in allocating the funds. These steps include:

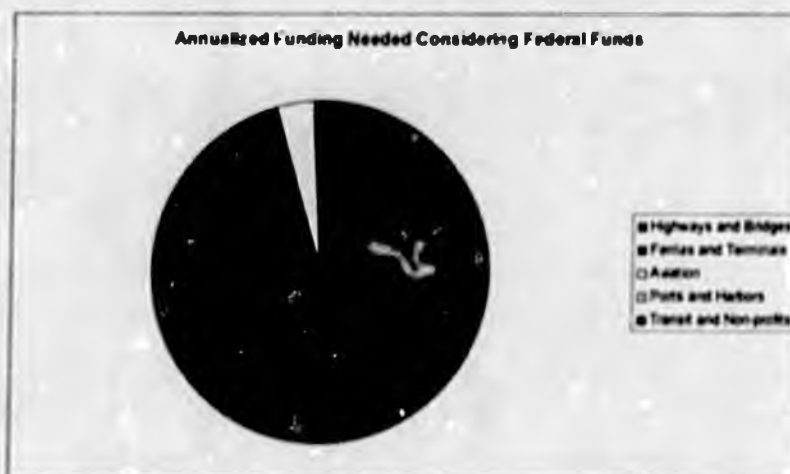
1. Determining the funding split that goes to each *mode*.
2. Scoring *projects* using modal criteria to determine the order they should be funded.
3. Optimizing the use of state funds to maximize the lack of federal restrictions.

1. How We Would Evaluate the Modal Split of Funds

The recently completed *2030 Long Range Transportation Plan* has identified the backlog of annualized funding needed over a twenty year period to address both preservation (life cycle) and replacement needs as well as desirable system improvement and expansion. These figures vary widely by mode and are also being met to some degree by various federal capital programs. These are quantified with data available at this time as:

Annualized Funding Needed by Mode and Available Federal Funding

Mode	Preservation/ Replacement	System Development	Federal Revenue
Highways and Bridges (90%)	\$395 M	\$552 M	\$275 M
Ferries and Terminals (5%)	\$23 M	\$36 M	\$20 M
Aviation facilities (3%)	\$62 M	\$123 M	\$160 M
Ports and Harbors ¹	Not quantified	Not quantified	--
Transit and Non-profits Vans (1%)	\$7 M	Not quantified	--



¹ The state has requested capital funding to review port and harbor needs in all areas of the state including coastal and river communities. If this funding request is appropriated, then this effort will provide the necessary data to make this calculation.

ADOT&PF's Responsibilities as Owner

Let's Get Moving 2030 addresses ADOT&PF's responsibilities for the state-owned transportation systems. The technical analysis quantified the current backlog and future needs for these responsibilities through 2030.

System	Annual Total Needs (millions)	Responsibility	Annual Needs (millions)	Total Needs to 2030 (millions)
Highways and Bridges	\$1,049	System Development: Building and expanding roads and bridges	\$552	\$12,699
		Life Cycle Management (Highways): Preventive maintenance, rehabilitation, and reconstruction	\$367	\$8,435
		Life Cycle Management (Bridges): Preventive maintenance, rehabilitation, and reconstruction	\$28	\$644
		Routine Maintenance	\$104	\$2,402
AMHS	\$154	System Development: Fleet additions	None Quantified	None Quantified
		Life Cycle Management: Fleet replacement	\$26	\$600
		Life Cycle Management: Fleet refurbishment or recertification	\$23	\$529
		System Development: Terminal additions or replacements	\$10	\$231
		Operations and Maintenance	\$120	\$2,760
Aviation	\$224	System Development: Building and expanding airports	\$123	\$2,814
		Life Cycle Management: Preventive maintenance, rehabilitation, and reconstruction	\$62	\$1,427
		Routine Maintenance	\$39	\$905
Other Activities	N/A	Planning and Budgeting: Prioritizing projects and balancing budgets between regional plans and modes	—	—
		Access to Non-State Services: Provide links to private transportation such as commercial air, rail and freight	—	—

HB

372

ALASKA STATE LEGISLATURE

While in Session
State Capitol
Juneau, Alaska 9801-1182
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REPRESENTATIVE BOB BUCH

Representative_Bob_Buch@legis.state.ak.us

Sponsor Statement

HB 372

An Act relating to highway design

During the past decade, highway design has undergone significant change. Today, engineers and planners are employing greater flexibility in the way they design road projects through context sensitive solutions and design. Through the use of guidelines adopted by the Federal Highway Administration (FHWA) and the American Association of State Highway and Transportation Officials (AASHTO), engineers and planners are able to consider more than just safety or efficiency when building new roads or constructing old roads. They are able to consider additional design factors such as the environment, scenic and historic preservation, community impacts and aesthetics.

The cornerstone to context sensitive solutions—or "CSS" as it is commonly referred to—is community involvement. CSS enables all the stakeholders in a particular road—from the people who live on it, to the emergency responders and the people who run the snow plows—to be involved so that the final road design takes into account the full range of needs and uses.

As the Federal Highway Administration states, "Context sensitive solutions (CSS) is a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist."

It was a strategic goal of the Federal Highway Administration that all states adopt and implement CSS prior to January 2008. Alaska has not yet done that. However, 41 states and the District of Columbia have. HB 372 would require the state Dept. of Transportation and Public Facilities to adopt flexible highway design guidelines that are consistent with standards used by the FHWA and AASHTO for all state-funded road projects in Alaska.

ALASKA STATE LEGISLATURE

While in Session
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REPRESENTATIVE BOB BUCH

Representative_Bob_Buch@legis.state.ak.us

Sectional Analysis of HB 372

Section 1

Amends AS 19.10.160(a) by adding a new paragraph (2) that will require the state Dept. of Transportation and Public Facilities to include flexible highway design guidelines that are consistent with the Federal Highway Administration's (FHWA) Context Sensitive Solutions (CSS) program, and lists the factors that must be considered when designing highways in the state, which include: safety, durability and economy of maintenance; the constructed and natural environment of the area; community development plans and relevant municipal ordinances; sites on the National Register of Historic Places, or identified by the Alaska Historical Commission; the environmental, scenic, aesthetic, historic, community and preservation effects of the activity; access for other modes of transportation, including bicycles and pedestrians, access to culturally significant sites, acceptable engineering practices and safety research.

Section 2

Amends AS 19.10.160 by adding a new subsection (c) that will require the Commissioner of DOTPF to solicit and consider the views of people who have expertise in environmental protection, historic preservation, scenic conservation, bicycle and pedestrian transportation, urban design architecture or landscape architecture, public safety and traffic control and human factors. The Commissioner must also consult with community planning organizations, DNR's Historic Preservation division and the FHWA.

Section 3

Amends the uncodified law of the State of Alaska by adding a new section that will require the DOTPF to submit a report to the legislature no later than January 1, 2010 that will include a review of the design standards required by this act, and the impact of CSS on the state of Alaska. This report will also include information on the number of state employees who have taken advantage of the FHWA's CSS training opportunities, an evaluation of interdepartmental relations as they relate to these guidelines, and a review of the design standards in the state with a recommendation for eliminating or modifying elements that conflict with the implementation of CSS.

Section 4

This act takes effect January 1, 2009.

FISCAL NOTE

**STATE OF ALASKA
2008 LEGISLATIVE SESSION**

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

Identifier (file name): HB372-DOT-DC-DES-03-02-08 Dept. Affected: _____
 Title: Highway Design Flexibility/Municipalities RDU: Design and Construction
 Component: Statewide Design & Engineering Services
 Sponsor: _____ Rep. Buch _____
 Requester: HTRA Component Number: 2357

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	Appropriation Required	Information					
	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014
Personal Services							
Travel	20.0						
Contractual	130.0						
Supplies							
Equipment							
Land & Structures							
Grants & Claims							
Miscellaneous							
TOTAL OPERATING	150.0	0.0	0.0	0.0	0.0	0.0	0.0

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

CHANGE IN REVENUE: ()							
-------------------------------	--	--	--	--	--	--	--

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts							
1003 GF Match							
1004 GF	150.0						
1005 GF/Program Receipts							
1037 GF/Mental Health							
Other Interagency Receipts							
TOTAL	150.0	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2008) cost: _____

POSITIONS

Full-time							
Part-time							
Temporary							

ANALYSIS: (Attach a separate page if necessary)

The bill requires DOT&PF determine whether flexible guidelines should be adopted by identifying and evaluating flexible highway design guidelines addressing the considering the 9 criteria in section 1. The guidelines must also provide for documentation of the facts, circumstance and considerations involved in flexible design decision making including an explanation of the process and the reasoning. Guidelines shall consider the views of the following stakeholders: elected officials, persons with expertise in environmental protection, historic preservation, scenic conservation, bicycle and pedestrian transportation, urban design architecture, community planning, DNR and FHWA. DOT&PF will hire a contractor to assist the department develop this information as well as coordinating working group meetings with the various stakeholders identified. Funds are needed for 1 year as the guidelines are to be produced by June 30, 2009.

Prepared by: Mary Siroky, Legislative Liaison
 Division: Commissioner's office, DOT&PF
 Approved by: Nancy Siegle
Admin Services Director, DOT&PF

Phone 465-4772
 Date/Time 3/2/08 3:30 PM
 Date 3/2/2008

ALASKA STATE LEGISLATURE

While in Session
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Juneau, Alaska 99801-1182
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(907) 269-0117
Fax: (907) 269-0119

REPRESENTATIVE BOB BUCH

Representative_Bob_Buch@legis.state.ak.us

Date: February 20, 2008

To: Representative Kyle Johansen, Chair
House Transportation Committee

From: Representative Bob Buch

Re: HB 372 "An Act relating to highway design"

Dear Rep. Johansen:

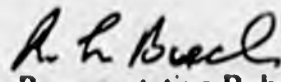
I respectfully request that House Bill 372, which would require the state Dept. of Transportation and Public Facilities to adopt the flexible highway design guidelines (otherwise known as CSS, Context Sensitive Solutions) used by the Federal Highway Administration.

Attached you will find a copy of a CS of the bill, sponsor statement, sectional, and some back up information on CSS. Letters of support will be forthcoming.

Please feel free to contact me, or my staff Deborah Brevoort (x3467), with any questions you might have.

Thank you for your consideration.

Thank you.


Representative Bob Buch
Alaska State Legislature
House District 27

ALASKA STATE LEGISLATURE

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REPRESENTATIVE BOB BUCH

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(Revised) Sectional Analysis of CS HB 372 (25-LS0525\L)

Section 1

Amends AS 19.10.160 by adding two new subsections (c) and (d) that will require the state Dept. of Transportation and Public Facilities to establish a design process for use during the design of highway projects that ensures the projects are consistent with the standards used by the Federal Highway Administration's (FHWA) Context Sensitive Solutions (CSS) program, and includes the early and ongoing collaboration with affected citizens and lists the factors that must be considered when designing highways in the state, which include: safety, durability and economy of maintenance; the constructed and natural environment of the area; community development plans and relevant municipal ordinances; sites on the National Register of Historic Places, or identified by the Alaska Historical Commission; the environmental, scenic, aesthetic, historic, community and preservation effects of the activity; access for other modes of transportation, including bicycles and pedestrians, access to culturally significant sites, acceptable engineering practices and safety research. In subsection (d) the bill states that the Commissioner may, in carrying out (c) consult with citizens, elected officials, interest groups and other stakeholders for the project and may scale the process to the scope, complexity and effect of the project.

Section 2

Amends the uncodified law of the State of Alaska by adding a new section that will require the DOTPF to submit a report to the legislature no later than January 1, 2011 that will include a review of the design standards required by this act, and the impact of CSS on the state of Alaska. This report will also include information on the number of state employees who have taken advantage of the FHWA's CSS training opportunities, an evaluation of interdepartmental relations as they relate to these guidelines, and a review of the design standards in the state with a recommendation for eliminating or modifying elements that conflict with the implementation of CSS.

Section 3

This act takes effect January 1, 2009 and will only apply to projects that begin on or after the effective date of the Act.

25-LS0525V
Kane
3/13/08

CS FOR HOUSE BILL NO. 372()

**IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTY-FIFTH LEGISLATURE - SECOND SESSION**

BY

**Offered:
Referred:**

Sponsor(s): REPRESENTATIVE BUCH

A BILL

FOR AN ACT ENTITLED

1 **"An Act relating to highway design; and providing for an effective date."**

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

3 *** Section 1. AS 19.10.160 is amended by adding new subsections to read:**

4 (c) In applying the standards described in (a) of this section, the department
5 shall establish a design process for use during the design of highway projects that
6 ensures projects are consistent with the principles used by the Federal Highway
7 Administration under its Context Sensitive Solutions program. In establishing a design
8 process described in this subsection, the department shall take steps to ensure early
9 and ongoing collaboration with affected citizens, elected officials, interest groups, and
10 other stakeholders in a project, and shall consider the following factors:

- 11 (1) safety, durability, and economy of maintenance;
- 12 (2) the constructed and natural environment of the area;
- 13 (3) community development plans and relevant municipal ordinances;
- 14 (4) sites listed on the National Register of Historic Places or identified
15 by the Alaska Historical Commission established under AS 41.35.300;

1 (5) the environmental, scenic, aesthetic, historic, community, and
2 preservation effects of the activity;

3 (6) access for other modes of transportation, including bicycle and
4 pedestrian transportation;

5 (7) access to and integration of sites considered culturally and
6 historically significant to the communities affected;

7 (8) acceptable engineering practices and standards; and

8 (9) safety studies and other pertinent research.

9 (d) In carrying out the design process described in (c) of this section, the
10 commissioner may

11 (1) consult with affected citizens, elected officials, interest groups, and
12 other stakeholders appropriate for a particular project; and

13 (2) scale the process commensurate with the scope, complexity, and
14 effect of the project.

15 * Sec. 2. The uncodified law of the State of Alaska is amended by adding a new section to
16 read:

17 REPORT AND RECOMMENDATIONS. The Department of Transportation and
18 Public Facilities shall review the design process set out in AS 19.10.160(c), as enacted by sec.
19 1 of this Act, and the effect of the Context Sensitive Solutions program on the state, and
20 submit a report to the legislature not later than January 1, 2011. The report must include

21 (1) a summary of the training opportunities offered by the Federal Highway
22 Administration of which the department's employees have taken advantage;

23 (2) an evaluation of interdepartmental relations as they relate to the amended
24 guidelines, as well as public safety, traffic control, and environmental concerns; and

25 (3) a review of the design process in the state with a recommendation for
26 eliminating or modifying elements that will conflict with or obstruct the implementation of
27 the Context Sensitive Solutions best practices model.

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

30 APPLICABILITY. The provisions of this Act apply only to projects that begin on or
31 after the effective date of this Act.

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* Sec. 4. This Act takes effect January 1, 2009.

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2/18/08

CS FOR HOUSE BILL NO. 372()
IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTY-FIFTH LEGISLATURE - SECOND SESSION

BY

Offered:
Referred:

Sponsor(s): REPRESENTATIVE BUCH

A BILL

FOR AN ACT ENTITLED

1 **"An Act relating to highway design; and providing for an effective date."**

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

3 *** Section 1. AS 19.10.160(a) is amended to read:**

4 (a) The department shall prepare and adopt uniform standard plans and
5 specifications for the establishment, construction, and maintenance of highways in the
6 state. The department may amend the plans and specifications as it considers
7 advisable. The standards

8 (1) must conform as closely as practicable to those adopted by the
9 American Association of State Highway and Transportation Officials; and

10 (2) must include flexible highway design guidelines that are
11 consistent with standards used by the Federal Highway Administration under its
12 Context Sensitive Solutions program; in adopting standards under this
13 paragraph, the department shall consider the following factors:

14 (A) safety, durability, and economy of maintenance;

15 (B) the constructed and natural environment of the area;

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(C) community development plans and relevant municipal ordinances;

(D) sites listed on the National Register of Historic Places or identified by the Alaska Historical Commission established under AS 41.35.310;

(E) the environmental, scenic, aesthetic, historic, community, and preservation effects of the activity;

(F) access for other modes of transportation, including bicycle and pedestrian transportation;

(G) access to and integration of sites considered culturally and historically significant to the communities affected;

(H) acceptable engineering practices and standards; and

(I) safety studies and other pertinent research.

* Sec. 2. AS 19.10.160 is amended by adding a new subsection to read:

(c) In establishing guidelines described in (a)(2) of this section, the commissioner shall solicit and consider the views of organizations and elected officials, including

(1) persons with expertise in

(A) environmental protection;

(B) historic preservation;

(C) scenic conservation;

(D) bicycle and pedestrian transportation;

(E) urban design architecture or landscape architecture;

(F) public safety and traffic control; and

(G) human factors;

(2) community planning organizations;

(3) the subunit of the Department of Natural Resources that concerns itself with state historic preservation; and

(4) the Federal Highway Administration.

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

1 **REPORT AND RECOMMENDATIONS.** The Department of Transportation and
2 Public Facilities shall review the design standards set out in AS 19.10.160(a)(2), as enacted by
3 sec. 1 of this Act and the effect of the Context Sensitive Solutions program on the state, and
4 submit a report to the legislature not later than January 1, 2010. The report must include

5 (1) a summary of the training opportunities offered by the Federal Highway
6 Administration of which the department's employees have taken advantage;

7 (2) an evaluation of interdepartmental relations as they relate to the amended
8 guidelines, as well as public safety, traffic control, and environmental concerns; and

9 (3) a review of design standards in the state with a recommendation for
10 eliminating or modifying elements that will conflict with or obstruct the implementation of
11 the Context Sensitive Solutions best practices model.

12 * **Sec. 4.** This Act takes effect January 1, 2009.

What is CSS

CSS is a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist. CSS principles include the employment of early, continuous and meaningful involvement of the public and all stakeholders throughout the project development process.

SAFETEA-LU Section 6008. Section 109(c) (2) of title 23, USC includes consideration of identified documents and materials that define the core principles of context sensitive solutions (CSS) by eight "Characteristics of the process that yield excellence" and seven "Qualities that characterize excellence in transportation design". The SAFETEA-LU provisions requiring opportunities for involvement of the public and participating agencies in the development of project purpose and need and the range of alternatives support the intent of these CSS principles. The implementation of a CSS approach to navigating the project development process will ensure the best possible outcome to the environmental review process.

Principles of Context Sensitive Design

The following principles were presented at the 1998 workshop, Thinking Beyond the Pavement: A National Workshop on Integrating Highway Development With Communities and the Environment, held in Maryland.

Qualities of Excellence in Transportation Design

- The project satisfies the purpose and needs as agreed to by a full range of stakeholders. This agreement is forged in the earliest phase of the project and amended as warranted as the project develops.
- The project is a safe facility for both the user and the community.
- The project is in harmony with the community, and it preserves environmental, scenic, aesthetic, historic, and natural resource values of the area. i.e., exhibits context sensitive design.
- The project exceeds the expectations of both designers and stakeholders and achieves a level of excellence in people's minds.
- The project involves efficient and effective use of the resources (time, budget, community) of all involved parties.
- The project is designed and built with minimal disruption to the community.
- The project is seen as having added lasting value to the community.

Characteristics of the Process Contributing to Excellence

- Communication with all stakeholders is open, honest, early, and continuous.
- A multidisciplinary team is established early, with disciplines based on the needs of the specific project, and with the inclusion of the public.
- A full range of stakeholders is involved with transportation officials in the scoping phase. The purposes of the project are clearly defined, and consensus on the scope is forged before proceeding.
- The highway development process is tailored to meet the circumstances. This process should examine multiple alternatives that will result in a consensus of approach methods.
- A commitment to the process from top agency officials and local leaders is secured.
- The public involvement process, which includes informal meetings, is tailored to the project.
- The landscape, the community, and valued resources are understood before engineering design is started.
- A full range of tools for communication about project alternatives is used (e.g. visualization).

History

During the 1990s highway design changed rapidly throughout the United States. Highway designers and builders have learned that they must be more sensitive to the impact of highways on the environment and communities. New and better ways of designing highways are evolving following the completion of the Interstate system, based on growing interest in the improvement of highways and their integration into the communities they serve.

Following the substantial completion of the U.S. Interstate system, the transportation focus for many States has shifted to congestion management and system preservation projects that involve existing facilities. Most of these existing facilities are substantially developed, and transportation improvement projects will affect this development. Working with community stakeholders to preserve and enhance the human and natural environment thus becomes a significant component of these projects. To best address the challenges of these projects, many State transportation agencies and professional organizations are interested in implementing a context sensitive solutions approach for planning and project development.

Milestones in the history of CSS show how the field has evolved beginning in 1969 with the passing of The National Environmental Policy Act requiring transportation agencies to consider adverse impacts of road projects on the environment. Momentum was gained in the late 1990s when the Maryland Department of Transportation, State Highway Administration conducted Thinking Beyond the Pavement: National Workshop on Integrating Highway Development