

**CITY OF WASILLA
RESOLUTION SERIAL NO. 09-06**

**A RESOLUTION OF THE WASILLA CITY COUNCIL SUPPORTING NOMINATIONS
TO THE 2010-2013 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM.**

WHEREAS, the State of Alaska, Department of Transportation and Public Facilities (DOT&PF) is seeking nominations to the 2010-2013 Statewide Transportation Improvement Program (STIP); and

WHEREAS, DOT&PF will be removing all prior projects from the STIP list since some projects have not been scored in more than 13 years; and

WHEREAS, only newly nominated projects will be scored and placed on the 2010-2013 Statewide Transportation Improvement Program.

NOW, THEREFORE, BE IT RESOLVED, by the Wasilla City Council that the following projects are hereby supported for nomination to the 2010-2013 STIP:

NATIONAL HIGHWAY SYSTEM

- Parks Highway 4-lane Wasilla to Big Lake

ALASKA HIGHWAY SYSTEM

- Palmer-Wasilla Highway 4-lane Parks Hwy to Glenn Hwy
- Knik-Goose Bay Road 4-lane Wasilla to Settlers Bay

COMMUNITY TRANSPORTATION PROGRAM

- Wasilla Main Street Couplet Knik-Goose Bay Road to Bogard Road
- Seward Meridian Parkway 4-lane Parks Highway to Bogard Road
- Seward Meridian Parkway Extension South- Old Mat Road to Fairview Loop
- Hermon Road Extension to Palmer-Wasilla Highway
- S. Mack Drive Extension to Knik-Goose Bay Road
- Lucille Street Improvements Parks Highway to Seldon Road
- Fern Street Improvements Knik-Goose Bay Road to Edlund Road
- West Riley Avenue Extension to S. Mack Drive

ADOPTED by the Wasilla City Council on January 26, 2009.


VERNE E. RUPRIGHT, Mayor

ATTEST:


KRISTIE L. SMITHERS, MMC, City Clerk

[SEAL]

VOTE: Cox, Harris, Larson and Woodruff in favor; Holler and Hall absent.




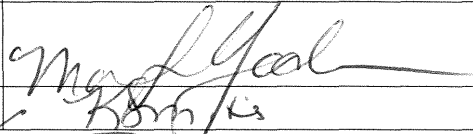
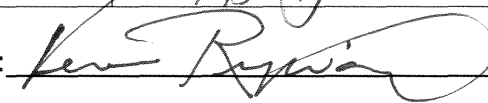
**CITY OF WASILLA
LEGISLATION STAFF REPORT**


RE: RESOLUTION SERIAL NO. 09-06

A RESOLUTION OF THE WASILLA CITY COUNCIL SUPPORTING NOMINATIONS TO THE 2010-2013 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM.

Agenda of: January 26, 2009
Originator: Public Works Director

Date: December 26, 2008

| Route to: | Department | Signature/Date |
|-----------|---|--|
| | Police Chief Youth Court, Dispatch, Code Compliance | |
| | Culture and Recreation Services Director Library, Museum, Sports Complex | |
| X | Public Works Director Facility Maintenance, Utility, Roads & Airport |  1/14/09 |
| | Chief Financial Officer Finance, Risk Management, Purchasing & MIS | |
| X | Deputy Administrator Planning, Economic Development, Human Resources |  |
| X | City Clerk |  |

REVIEWED BY MAYOR VERNE E. RUPRIGHT: 

FISCAL IMPACT: yes or no Funds Available yes no

Account number/name:

Attachments: 2010-2013 STIP Announcement

SUMMARY STATEMENT: The Alaska Department of Transportation and Public Facilities is starting from scratch on their Statewide Transportation Improvement Program (STIP). The STIP provides for a priority list of statewide road projects. Some projects on the current STIP were scored 13 years and are out of date. The Department of Transportation and Public Facilities is planning for a reduction of Federal funding and determined that all projects need to be re-evaluated. This resolution supports all current major projects in the area, including highway projects as we compete with other areas in the state.

RECOMMENDED ACTION: To adopt Resolution Serial No. 09-06 supporting the nominations to the 2010-2013 State Transportation Improvement Program.

December 2008

Alaska Department of Transportation and Public Facilities

2010 – 2013 Statewide Transportation Improvement Program (STIP)

Call for Nominations and Project Criteria Review

Introduction

In the materials linked at the end of this paper you will find the proposed STIP criteria for the next round of project scoring and project nomination forms. These criteria are evolutionary, representing minor adjustments from the criteria used in the past. One noted change is recognition that economic development should include transportation improvements that help to achieve sustainable energy resources.

What to Expect in 2010 and Thereafter

Alaska's transportation future lies at a crossroads. Though the exact future is not yet visible, there are several reasons why we believe that change and possibly major change will take place. Most significantly is the recent shortfall in the Highway Trust Fund, a national fund which provides nearly all highway and transit funds allocated to the 50 states. The HTF technically reached the zero mark in September 2008. Shortly after, Congress appropriated \$8 billion in funding to ensure the fund remained solvent during the federal 2009 year. However, this was only enough to cover one year, and the bigger job of deciding how to align revenue and expenditures awaits the new Administration and Congress.

The hard fact is that Congress must first raise taxes or find other revenue sources simply to return the program back to historic levels of funding, and then, in order to provide further funds that restore the purchasing power lost to inflation since 1993, they must increase revenue even further. Assuming this tall order is achieved, the next order of business will be the rules that allocate funds to the states and metropolitan areas. Historically Alaska has garnered the best rate of return, about \$6 for every \$1 we contribute. Many factors suggest the formulas may be rewritten and thus Alaska stands to lose out if the change is too significant.

Because of this uncertainty we are faced with writing a STIP with little firm information as to future funding. We can only rely on our best guess, and to be cautious we will keep our estimate low. This factor coupled with the Time Trap issue (see next topic) will likely see no new projects initiated prior to 2012. This is not a firm date, for other factors may intervene. If a large stimulus bill in the form of infrastructure funding is passed to help the U.S. economy this may have the effect of reducing the backlog of older projects. Likewise, Congress could decide to increase funding substantially in the next authorization, and this too would help speed up the pace of projects. In an alternate view, the funding woes may not be addressed promptly, and the hoped for stimulus funds may not be provided in a significant amount.

Time Traps

Finally, another significant factor faces the state. The department has historically started more projects that we have completed. The reasons for this are varied, from declining purchasing power, reductions in flexible funds to change in priorities over time. But now, with a large backlog of started, yet not complete projects, we have been told by the Federal Highway Administration we must either proceed to complete the older projects or we must repay the federal funds used to date with state funds. This long standing rule in the federal highway program, known as a *time trap*, is being enforced more vigorously and that means we are required to write the next STIP mindful of the more vigorous enforcement of the time trap rule. Of note, the FHWA in announcing their new stricter policy on June 26, 2008 has specifically said: *“Shifting political priorities, insufficient transportation budgets and staffing should not be considered stand alone justification for time extensions.”* The new policy specifically does not provide for an outright waiver, and only in narrow circumstances will permit a time extension. This means the next STIP must first ensure that projects near or past the time trap deadline are first priority.

Prior Scored Projects

It has been more than 13 years, since the first time projects were scored for the STIP. Many lower scored projects are still on the books, but may no longer be the priority of the community which proposed them. Also, with time, we have noticed that average scores have crept up with each new round of scoring. For these reasons we propose to start new, and only score projects that are nominated in the coming round of nominations. This permits communities to put their most important projects forward and removes the problem with score creep, which can only be corrected by a fresh start with all projects.

Estimates in Year of Construction Funds

A new federal rule requires that we prepare the STIP in “year of expenditure” dollars, or in other words, that we account for expected inflation. We are still monitoring inflation trends, and will make a decision on what inflation factor to use in preparing the STIP. While inflation has been extraordinarily high in recent years, the rapid decrease in petroleum prices in the past few months and the struggling U.S. and world economy may result in a downturn in the cost of highway construction.

Comment on Criteria

Please give us your comments on the draft criteria. They are generally similar to past years’, but some changes have been made. We will take your comments into account in establishing the final criteria that are used to score projects.

Provide New Nominations

Any project you wish to see scored for the 2010 - 2013 STIP must be nominated in this next cycle. All prior projects in the Needs List, unless they have had a design start initiated or scheduled by the federal year 2009 will be expunged.

Alaska Department of Transportation and Public Facilities Project Nomination Master Sheet

Please tell us about your project and include as much information as you can. Contact the appropriate planner for your area prior to completing this form.

Name of Project _____

Contact Person _____ Sponsor _____

Phone, FAX, and e-mail _____

Address _____

√ What is your project? Please describe it. For instance, if it's a road or trail how long and wide will it be? If it's a bridge what will it span? Provide as much detail as possible.

√ Are parts of the project already constructed? Will another agency do some of the work? If so, please explain.

√ Why do you want this project? Is there a safety concern? Does what you have now need replacement, rehabilitation or reconstruction? Please explain.

√ Who will use this project and how will it help them? Are there health, quality of life and/or economic benefits? Please explain.

√ Who will maintain the project after it is built?

√ Who owns the land where the project will be built? Will ADOT&PF have to purchase right-of-way?

√ Do you have a resolution of support from a local elected body or traditional council? If so, please attach.

√ How will you help? Do you have land for right-of-way or in-kind services to donate? Will you contribute money to the project? If known, what is the total dollar or percentage of total project cost to be contributed?

√ Include photo, a map or graphic please.

Send the completed form to your area planner