MEMORANDUM

State of Alaska

Department of Transportation & Public Facilities
Office of the Commissioner

TO: Pat Pitney
Director,
Office of Management and Budget

DATE: January 5, 2015

TELEPHONE NO: (907) 465-3900
FAX NUMBER: (907) 586-8365

FROM: Patrick J. Kemp, P.E.
Commissioner

SUBJECT: Reply to Requirements of Administrative Order 271

Attached is the department report to communicate the two Alaska DOT&PF projects that fall under Administrative Order 271. Both Knik Arm Crossing and Juneau Access projects are funded under the Federal-Aid Highway program administered by FHWA. This funding source comes with rules that are specific to this funding source, and as such we have provided a paper that explains the most relevant requirements.

Perhaps the most significant issue is that each project must be evaluated in total, as the many specific contracts and reimbursable service agreements with other agencies are intended to advance the project. Halting or even suspending any one of these activities is essentially delaying the project overall, and as such would likely trigger a financial penalty.

Both of these projects are long-standing goals of the state, as exemplified by repeated Legislative appropriations and the progress accomplished to date under previous administrations. Both represent a cost-effective opportunity to significantly improve transportation in terms of capacity, travel time and user costs.

The majority of federal-aid involved in each of these projects will require state funds for the match. Halting or delaying the projects would only require that we shift this federal funding to other projects and match would still be required. There is no direct savings on match requirement if the federal aid funds are used on other projects. There is also a plan in the funding strategy to lessen the impact to projects serving other needs. This is explained in the attachment on Federal-Aid, but the department is cognizant of such impacts and has always planned on trying to soften such effects.

For the Juneau Access project I have also included a PowerPoint we presented to the joint House and Senate Transportation committees last spring. It demonstrates that the cost of ferry service is highly disproportional to both the citizens served and the travel provided. It also demonstrates how similar jurisdictions (Canada and Norway) have targeted their ferry services for replacement with highways, bridges and/or tunnels. Simply put the costs of ferries (both capital and operating) are a perpetual drain on budgets, and both kinds of costs have long escalated much faster than the CPI. Only by intervening with initially high capital highway expenditures is this ongoing operating and capital replacement cost of ferries lessened.

The Knik Arm Crossing project was just transferred to the agency on July 1, 2014 and a new Traffic and Revenue study was recently completed. The department has had significantly less time to analyze and prepare a similar presentation. However, the financing plan, relying on three distinct funding sources (federal-aid, federal loan and state bonds) and user fees to recover all operating, and partial capital costs is significant and unique in state history.

As you will see, there is considerable information and a complex set of requirements that impact each project. Should you desire more information or a briefing for Q&A, please let me know.

Cc: Jim Whitaker, Chief of Staff

Enclosures (see List of Attachments)

Department of Transportation and Public Facilities
Administrative Order 271 Report
January 5, 2015

List of Attachments

1. FHWA Requirements Affecting Projects Addressed by AO 271
2. Knik Arm Crossing Brief
3. Juneau Access Brief
4. Juneau Access Power Point to 2014 Legislature
5. Knik Arm Crossing Project Financial Information
6. Juneau Access Project Financial Information

Attachment Number 1

FHWA Requirements Affecting Projects Addressed by AO 271

By Alaska Department of Transportation and Public Facilities

Both the Knik Arm Crossing (KAC) and the Juneau Access (JA) projects are being pursued under U.S. DOT Federal Highway Administration (FHWA) rules. A 9th Circuit decision some years ago ruled that once a project is started with federal-aid, the entire project regardless of follow-on funding sources must adhere to the federal-aid rules. This imposes a number of requirements that deserve explanation in view of the objectives in AO 271.

Elsewhere in this report, the specific status of each project is portrayed. For brevity, this detail is not repeated herein. However, a few key facts deserve mention:

- Both KAC and JA are far along in the pre-construction stage (design, permitting, right-of-way and utility relocation), meaning that a significant investment of federal and state funds has been invested to date.
- Both KAC and JA have advanced to a point where there is no legal possibility of simply stopping or even suspending one or both projects without penalty. Such penalty can be as severe as full repayment of all federal costs to date ($72.9 Million for KAC and $25.7 Million for JA)>
- Both KAC and JA fall under a special provision of Title 23 as the total cost of each is estimated to be in excess of $500 million. Such projects are considered "Major Projects" and this triggers a host of special additional requirements. (See 23 USC § 106 (h) Major Projects).

Non-Participating Determination Risk

One important issue that applies to both projects is how to maneuver decisions in a manner that reduces risk of repayment being mandated on the state. This occurs when FHWA decides to declare a project as "non-participating", which FHWA can enforce retroactively to include all prior federally-funded expenditures.

This risk is not academic or hypothetical. In recent years the state has been required to fully repay federal costs to date when it was decided to suspend all work on other projects.

Key Rules

The requirements of 23 USC are considerable, as the program has operated over many decades and has been amended repeatedly by Congressional action and FHWA rule-making. Considering that the vast majority of major highways in all 50 states and other territories have been funded by this program, there are rules for nearly any eventuality. Further, recent enforcement of these rules by FHWA has increased to a considerable degree. It is unrealistic to assume these rules are malleable or can simply be bypassed.

The key requirements that apply to any consideration of KAC or JA are as follows:

1. FHWA requires that each phase of work be fully funded. Thus even funds that may not be needed in the immediate future must not be removed if it leaves a phase under-funded. Further, should the agency determine that the cost of a phase has increased after it has begun, the department is required to apply additional funds (federal and state match) to ensure that full funding is again available. (A phase in this context means one of the series of activities leading up to and including construction.) Typically, a project requires four or five phases: design or pre-construction up to completion of environmental document, final design, right-of-way, utility relocations and construction. Each proceeds in sequence, with completion of work in one phase usually necessary to undertake the next.

2. FHWA imposes a time-trap requirement once a project has begun. The time trap is a requirement for full repayment, should the agency start then not complete a federally supported project. A time-trap penalty occurs following the 10^{th} year for any project that has not acquired right-of-way, or following the 20^{th} year for projects that have acquired right-of-way. Both KAC and JA are well past the 10^{th} year, though KAC has also started a right-of-way phase and is well inside the longer 20-year period. If a project has exceeded the time trap period that applies, it can proceed without penalty by requesting an extension; this is usually granted so long as there is continued progress and delays if any, are not discretionary actions taken by the state.

3. FHWA does not permit unnecessary periods of inactivity once a project is initiated. In other words, just slowing down a project by decisions such as cancelling some but not all activity can trigger a financial penalty. This is because it results in inefficiency and ongoing staff costs that do not accomplish forward progress. The FHWA Alaska Division has expressed strong opposition to "political" decisions on projects, and seem prepared to use their authority if the state is not diligent in project progress. One example of such penalty might be to disallow federal eligibility for all staff and related costs during a period of inactivity. For this reason, virtually all of the contracts and/or reimbursable service agreements with other agencies working for the project are non-discretionary. Each is considered a necessary sub-activity necessary to achieve the primary purpose of the project.

4. FHWA requires that all changes to schedule, budget, scope and/or funding be portrayed in one or more updated public documents. The Major Project rules mentioned earlier require a project schedule and finance plan, updated annually. The portrayal of projects, funding and funding sources in the statewide listing of all projects known as the STIP (Surface Transportation Improvement Program) and LRTP (statewide Long Range Transportation Plan), if changed, requires amendments to these documents as well. As the KAC project also partially lies within

the boundary of the AMATS (Anchorage Metropolitan Area Transportation System) organization, it also triggers a host of additional requirements: Both the AMATS transportation plan (MTP) and spending plan (TIP) as well as their air quality plan for AMATS under EPA air quality rules can be impacted.

5. FHWA will accept a different final selected alternative, and this may be the best means to avoid large payback costs for the state. This is best done prior to a final EIS determination, as otherwise the EIS (Environmental Impact Statement) must be done over as a supplemental EIS. However, if the federal agency believes such a decision is politically and not technically motivated, they may not go along with such a change of final alternative. The final decision on an EIS selected alternative rests solely with the FHWA and not the state.

6. FHWA financial rules offer tools to mitigate impact of larger projects affecting other state needs. The most significant such tool is known as AC (Advance Construction, see 23 U.S. Code § 115). A hypothetical example will help describe this tool: Project A will require $60 million in federal funding plus $6 million in state match. The project will take 3 full construction seasons to construct, costing approximately one-third per year. Instead of applying the full $60 million of federal funds to the project in the first year, under the AC rules the state can apply a lesser amount, say $20 million, and then apply the remaining $40 million in $20 million increments in year 2 and year 3. The full $6 million in state match does have to be paid in year 1. This approach would allow other work to proceed simultaneously using the funds not locked up in year 1. DOT&PF, in preparing the financial planning for these two projects (and many others too) intended to soften the impact by using the AC tool. Note, this approach does not violate the full funding requirement (see paragraph #1) because the state commits it's future federal aid and provides all state match up front.

7. FHWA funds are normally subject to lapse in the year appropriated and must be applied to projects or will lapse. Unlike state GF appropriated to specific named projects, the federal-aid program requires the state to fully use annual federal-aid funding each year. Though a few exceptions to lapsing such as earmark funds exist, the great majority of funding is subject to the "use or lose" requirement. Each August, approximately 60 days prior to the end of the federal fiscal year, we must report our level of excess funding, or if we have sufficient projects that are ready, our level of surplus funding we could absorb from other states. This means that changing funding plans for projects such as JA and KAC must be done with a plan to substitute projects, sufficient time to make them eligible to receive funding and such plan must include necessary capital budget authority.

Attachment Number 2

Knik Arm Crossing Project

By Alaska Department of Transportation and Public Facilities

The purpose and need for the Knik Arm Crossing (KAC) is to further the development of transportation systems in the Upper Cook Inlet region by providing improved vehicular access and connectivity between Anchorage and the Matanuska-Susitna Borough (MSB). The KAC will provide regional transportation connectivity for the movement of people, freight and goods between Anchorage, the MSB and Interior Alaska by addressing the need for an alternative travel routing and access between regional airports, ports, and hospitals; and for fire, police and disaster relief services to facilitate emergency response and evacuation.

Current Project Status

In 2007, a final Environmental Impact Statement (EIS) was completed evaluating several route alternatives and in 2010 the Federal Highway Administration (FHWA) issued a "build" Record of Decision (ROD) for the recommended alternative. Since then, 86% of the necessary right-of-way has been acquired. All private property has been acquired, with remaining acquisitions to be made from the University of Alaska, Joint Base Elmendorf-Richardson, the Municipality of Anchorage, and the Alaska Railroad Corporation.

All environmental permit applications were submitted between 2010 and 2013, of which 3 permits remain outstanding. Multiple additional studies necessary to finance and procure the project have been completed, including the FHWA Major Projects Requirements of a Project Management Plan (2014) and the FHWA Cost Estimate review (2014). The financial plan submitted to the USDOT Transportation Infrastructure Finance and Innovation Act (TIFIA) Joint Program Office will satisfy the final FHWA Major Project Requirement.

The USDOT TIFIA program provides federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance. TIFIA credit assistance provides improved access to capital markets, flexible repayment terms, and potentially more favorable interest rates than can be found in private capital markets for similar instruments. TIFIA can help advance qualified, large-scale projects that otherwise might be delayed or deferred because of size, complexity, or uncertainty over the timing of revenues.

Operating and Capital Costs

The KAC will be a tolled facility. Long range capital and operating costs will be funded from toll revenue, as will TIFIA debt service.

A public finance plan was developed by the Governor's Office of Management and Budget, DOT&PF, and the Alaska Department of Revenue in December of 2013, which identified $345 million in TIFIA loan, State of Alaska Revenue Bonds totaling $275 million, and federal-aid highway funds totaling $300 million.

The TIFIA loan will be supported by a pledge of net toll revenue. Under House Bill 23 (SLA 14, Chapter 51), securing the TIFIA loan is a condition precedent to issuing the bonds. HB 23 authorized the State

Bond Committee to issue up to $300 million of state revenue bonds, backed by the moral obligation of the state, subject to appropriation. In addition, HB 23 transferred management and oversight of the project from the Knik Arm Bridge and Toll Authority to DOT&PF.

The financial plan also anticipates $300 million of federal-aid highway program funds to be used, of which $227 million remain to be appropriated by the legislature. The federal-aid highway funds will not require additional state matching funds from the general fund, as bond proceeds will be used for that purpose.

A comprehensive Traffic and Toll Revenue Study was completed on December 5, 2014 that indicates toll revenue will be sufficient to meet the TIFIA debt service of the KAC in addition to the long range operating and capital costs with 2 times the necessary coverage. Long range operating and capital costs are comprised of the following:

- Bridge and roadway operations and maintenance (O&M), including bridge inspections, snow removal, lighting, repairs, landscape maintenance, etc.
- Toll system operations, maintenance, customer care, account management, and billing and collection.
- Renewal and rehabilitation (R&R) capital maintenance, including periodic roadway resurfacing, bridge bearing replacements, signing and guardrail replacement, etc.

Excess toll revenue is anticipated to be used to service project debt.

Consequences of Canceling or Delaying Project

Canceling the project without bringing it to a conclusion may result in the State owing the Federal government all federal funds expended on the project per CFR 630.112(c)(2). To date, federal funds that may be required to be paid back total $72.9 million.

Delay of the project would not be an immediate cause to repay federal funds as this project has begun the right-of-way phase. Under 23 CFR 630.112(c)(1), road construction must occur on the right-of-way within 20 years of right-of-way acquisition.

It is not clear at this time if delaying the project indefinitely would result in immediate federal reimbursement, as FHWA is currently researching the issue. Prior to this point, FHWA has been very consistent in saying that they expected us to move expeditiously on KAC, given previous delays imposed by other administrations. However, delaying the project could cause completed studies and progress on permits to become stale, requiring additional costs to update. Significant delay could result in the inability to secure a TIFIA loan due to the potential of diminishing federal funds.

Again, as long as DOT&PF is making progress on the project, reasonable requests for time extensions are allowed. Due to the total cost of the project exceeding $500 million, FHWA requires that a Financial Plan be approved by the FHWA Major Projects Office. The Financial Plan must provide reasonable assurance that sufficient funds will be available to meet the proposed construction schedule.

Attachment Number 3

Juneau Access Improvement Project

By Alaska Department of Transportation and Public Facilities

The purpose and need for the Juneau Access Improvement (JAI) Project is to provide improved surface transportation to and from Juneau within the Lynn Canal corridor that will:

- Provide the capacity to meet transportation demand in the corridor
- Provide flexibility and improve opportunity for travel
- Reduce travel times between communities
- Reduce State costs for transportation in the corridor
- Reduce user costs for transportation in the corridor

Current Project Status

The Department of Transportation and Public Facilities (DOT&PF) and the Federal Highway Administration (FHWA) initiated the preparation of a Draft Supplemental Environmental Impact Statement (SEIS) in January 2012 following a Ninth Circuit U.S. Court of Appeals ruling which upheld a District Court decision that the FHWA violated the National Environmental Policy Act (NEPA) in issuing a Record of Decision (ROD) selecting Alternate 2B (East Lynn Canal Highway to Katzehin) by failing to consider an alternative for improved ferry service using existing ferries and terminals.

On September 18, 2014, DOT&PF announced the release of the JAI Project Draft SEIS for review and comment, with the East Lynn Canal Highway (Alt 2B) identified as the preferred alternative. The public comment period ended on November 25, 2014. DOT&PF is in the process of responding to comments and revising the Draft SEIS as appropriate. A Final SEIS and ROD is anticipated to be issued in the fall of 2015.

Consequences of Canceling or Delaying Project

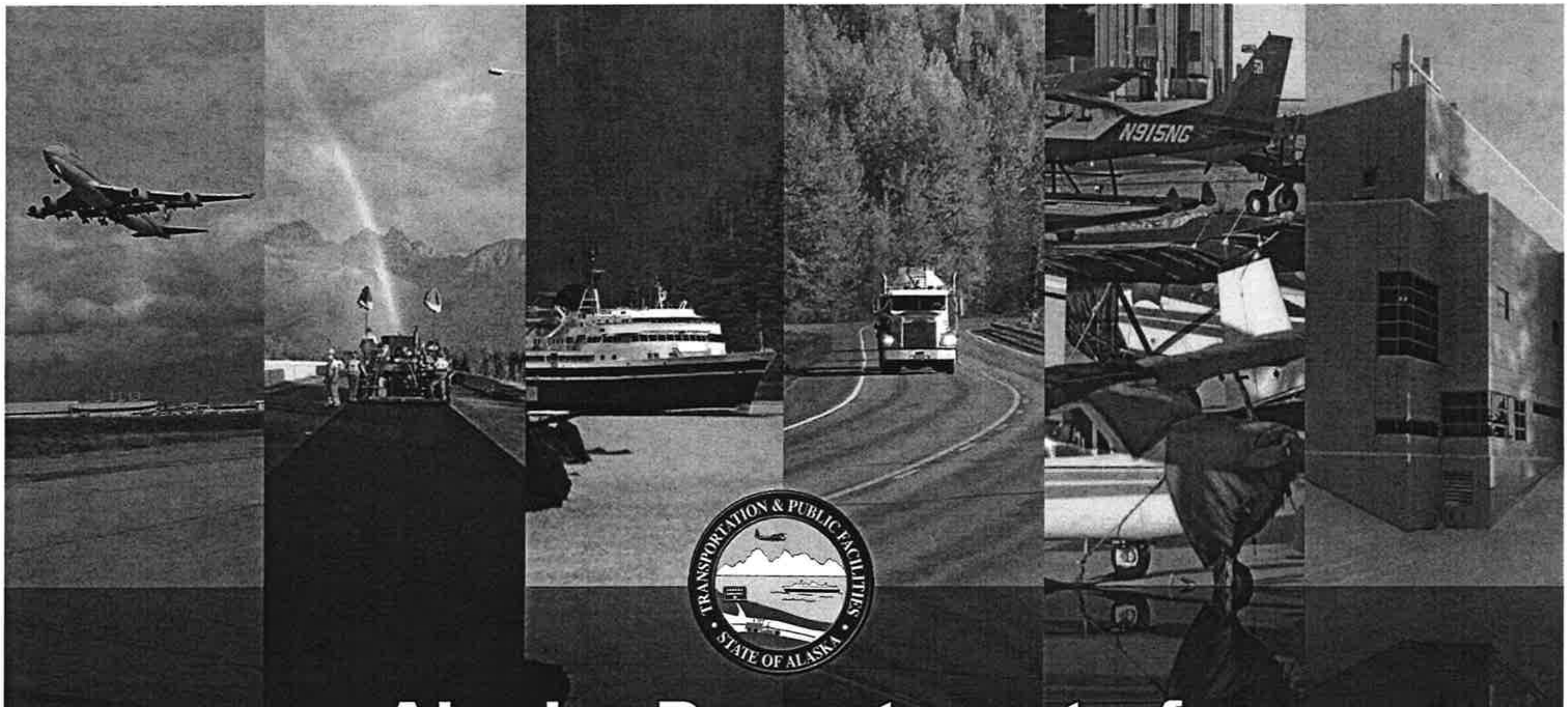
Canceling the project without bringing it to a conclusion may result in the State owing the Federal government all federal funds expended on the project per CFR 630.112(c)(2). To date, federal funds that may be required to be paid back total $25.7 million. Reaching a conclusion means FHWA selecting an alternative in a ROD and DOT&PF beginning implementation if an action alternative is selected.

Delaying the project prior to issuance of the ROD for more than a year or two would result in the requirement to later restart the process with agency and public scoping, and revising or replacing the Draft SEIS as appropriate. It is not clear at this time if delaying the project indefinitely prior to a ROD would result in immediate federal reimbursement, as FHWA is currently researching the issue. Prior to this point, FHWA has been very consistent in saying that they expected us to move expeditiously on Juneau Access, given previous delays imposed by other administrations.

Delaying the project post-ROD would be less of an issue with FHWA. 23 CFR 630.112(c)(2) requires that a right-of-way acquisition or construction begin within 10 years of the start of a project, but extensions for delay caused by lawsuits and/or required additional NEPA documentation are allowed; this project has received multiple extensions. A single right-of-way action would satisfy the requirements of (c)(2) and trigger the requirements of (c)(1), which mandates that road construction must occur on the right-of-way within 20 years of right-of-way acquisition.

However, if conditions change during a delay, such as new environmental laws being enacted or a new endangered species declared, additional environmental work may be required. Too, the added burden of inflation to project costs would continue to mount.

Again, as long as DOT&PF is making progress on the project, reasonable requests for time extensions are allowed. Due to the total cost of the project exceeding $500 million, FHWA requires that a Financial Plan be approved by the FHWA Major Projects Office. The Financial Plan must provide reasonable assurance that sufficient funds will be available to meet the proposed construction schedule.

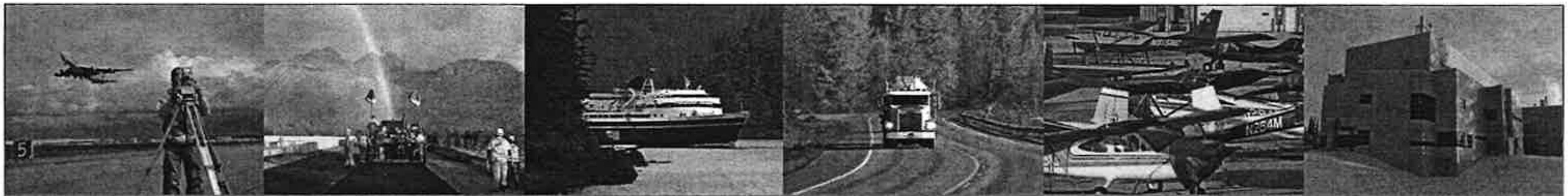


Alaska Department of Transportation & Public Facilities

Why Extending Roads and Shortening Ferry Links is a Sound Policy Choice

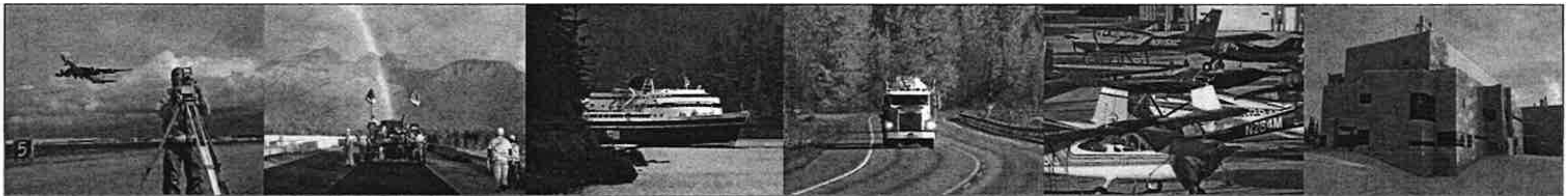
Jeff Ottesen, Director of Program Development

March 6, 2014



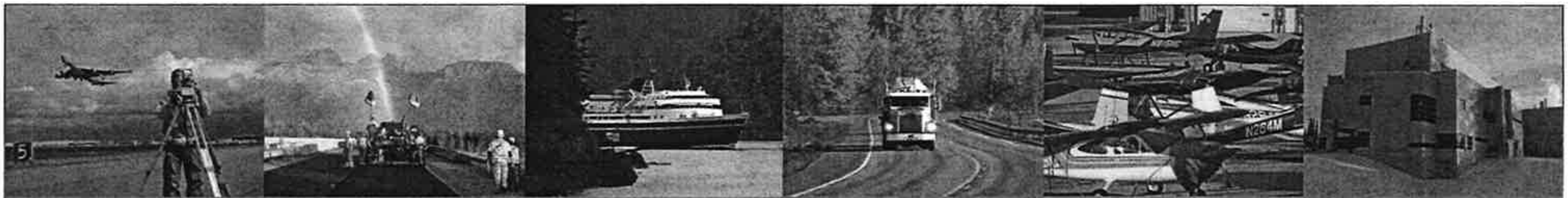
Outline

- If possible, why should Alaska build roads where ferries now operate?
  - Answer: Lowers long term costs for state and user while greatly expanding capacity and travel flexibility
- Some examples how this policy is approached in similar settings, both here and around the world.
- Why decision affects all Alaskans; the ongoing ferry subsidy is significant and alternatives deserve consideration.
- Specifics of Juneau Access Project (Mike Vigue)



Advantages of Dayboats

- Dayboat: is a ferry intended to operate 12 hours or less, from a home port, typically making 1 or more round trips per day.
- Advantages:
  - No hotel or restaurant functions required
  - Crew return home each night
  - Large capital and operating savings are typical



Why Consider a Road At All?

- Roads are far less costly to state in capital and operating costs over time
- Roads greatly increase capacity, frequency, travel opportunity and offer significant travel time and user cost savings.
- Ferries essentially restrict demand, reducing flexibility, making travel costly or prohibitive
- Ferry subsidies are very high. Without significant change these costs <u>continue in perpetuity</u>.

State's Preferred Plan

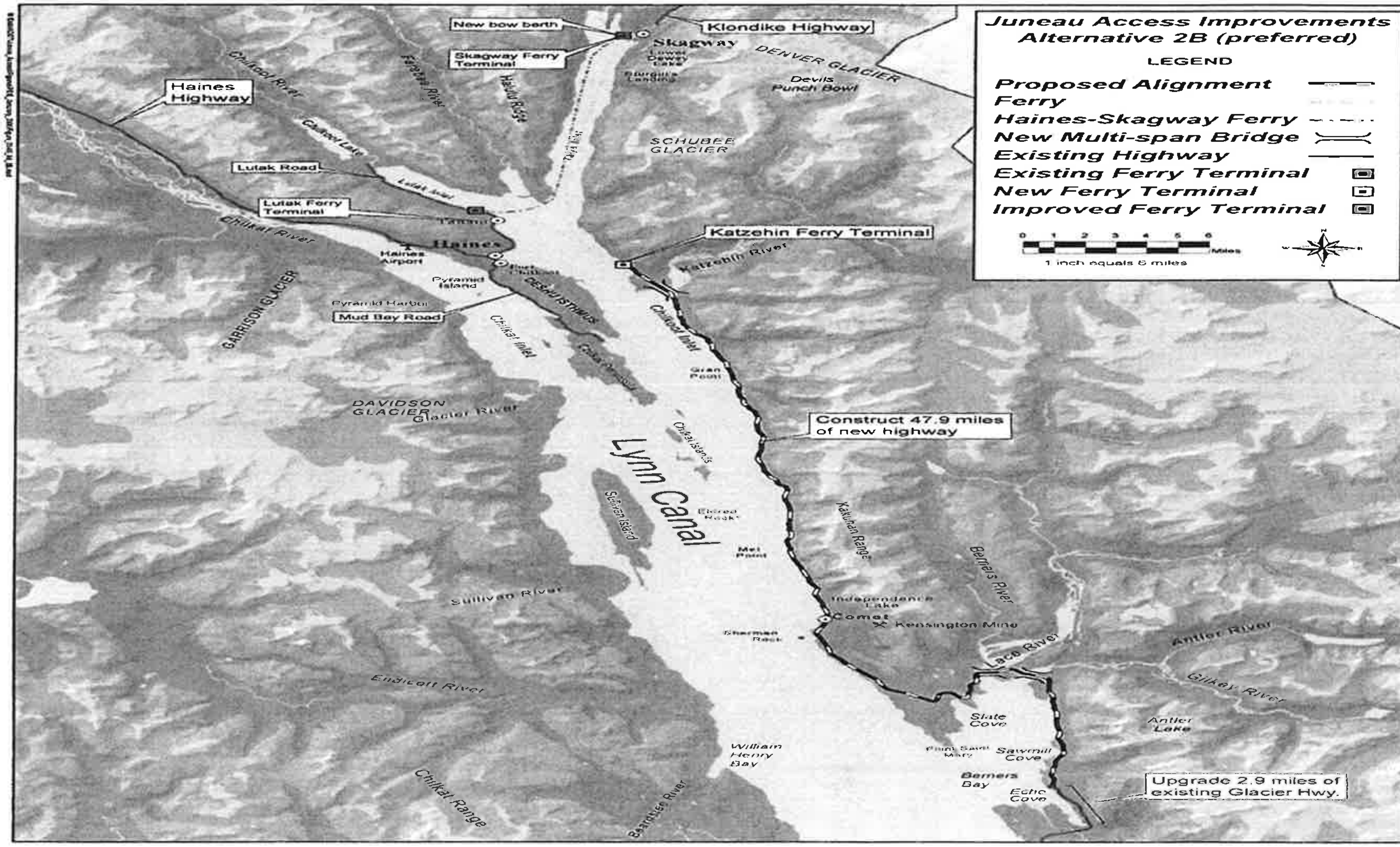
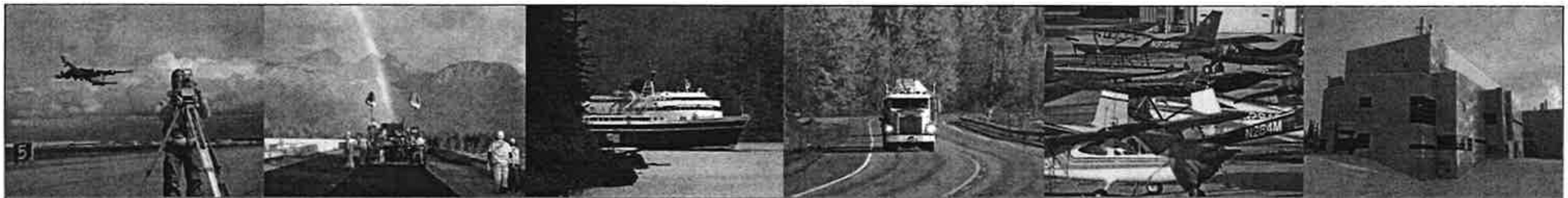
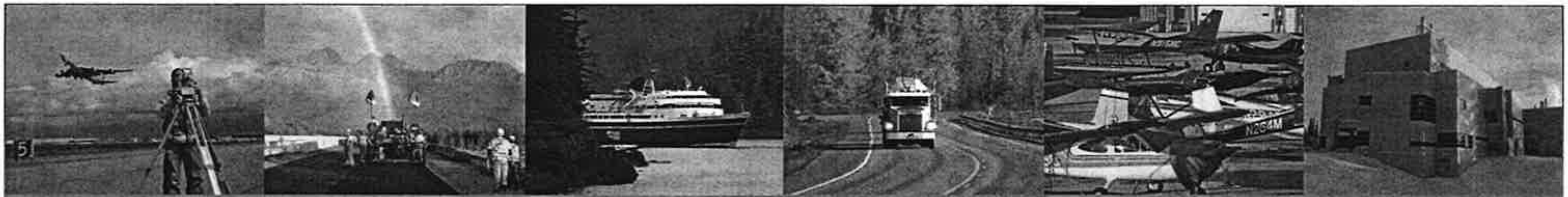


Figure 2-7
Alternative 2B: East Lynn Canal Highway to Katzehin Ferry Terminal with Shuttles to Haines & Skagway

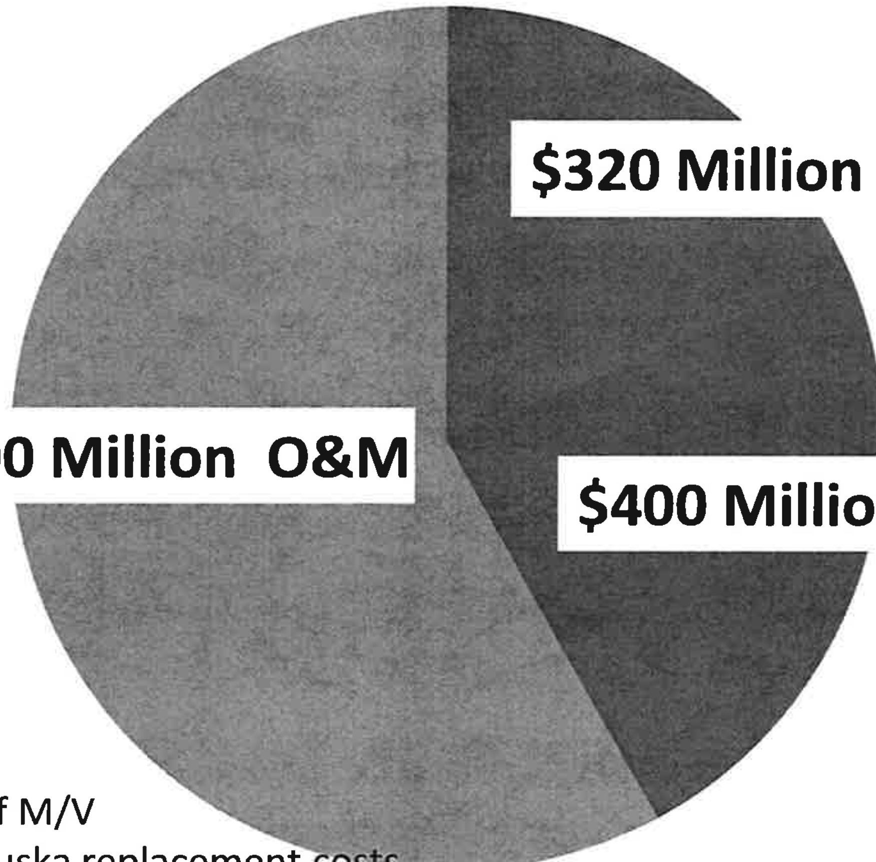


Advantages of Preferred Plan

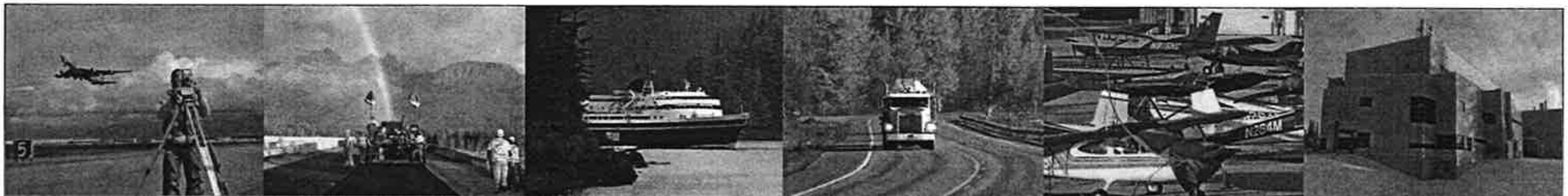
- Ferry mainline operating distance can be reduced by 186 miles per voyage (Auke Bay to Skagway RT)
  - Based on Auke Bay as northern terminus of mainline service.
- Capacity in corridor significantly increased
- Capital costs substantially lowered
  - Unlike roads, ferry capital costs have little residual value upon replacement
- With proposed Alaska Class ferries and road, between 1 & 2 mainliners can be eliminated



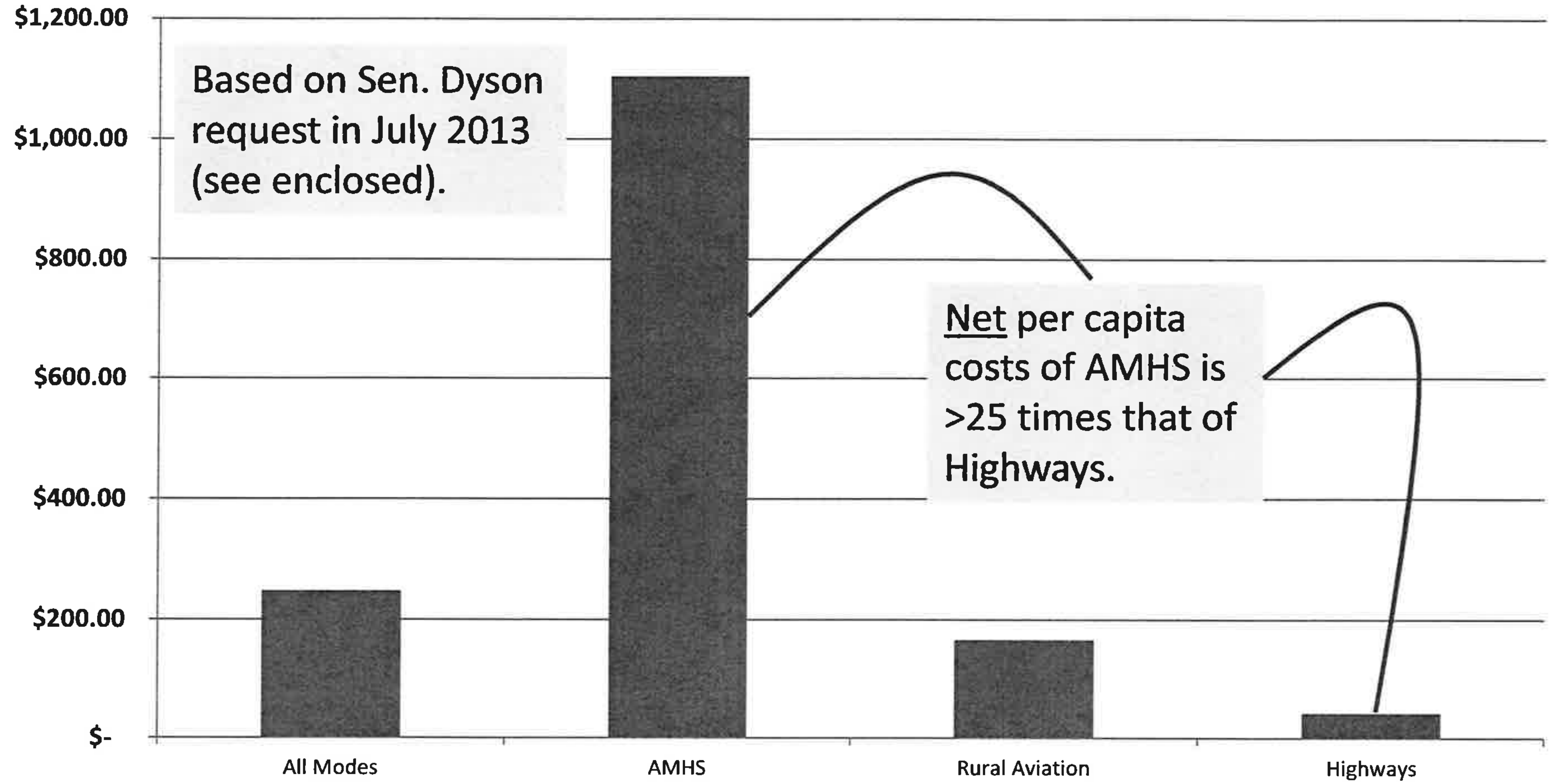
50 Year Mainliner Cost: $1.72 B

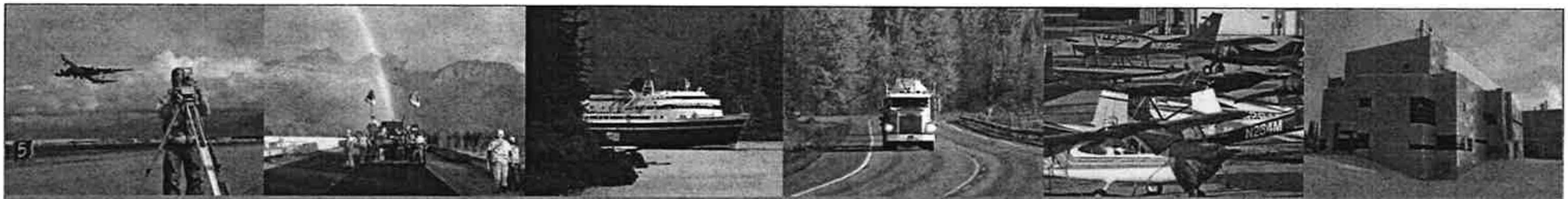


*Replacement = average of M/V Columbia and M/V Matanuska replacement costs.



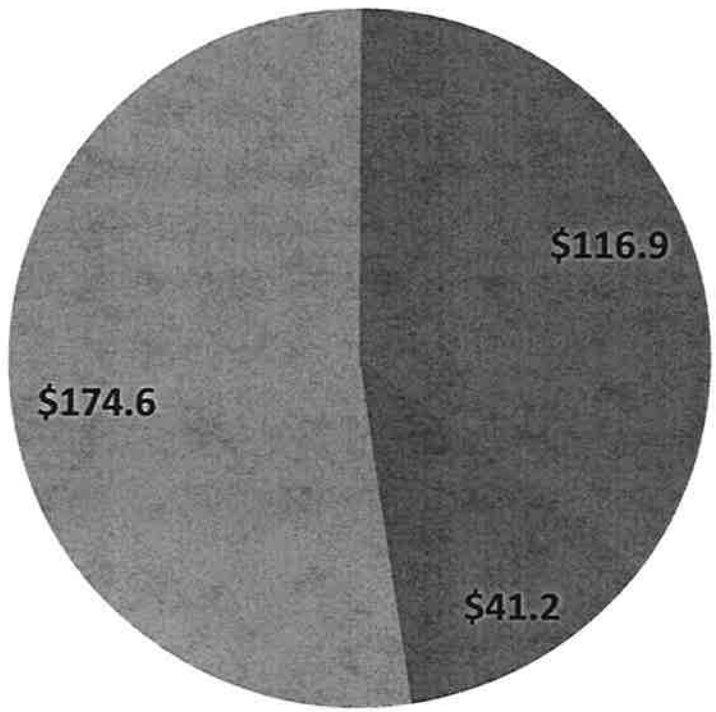
Modal Net Per Capita Costs Per Population Served





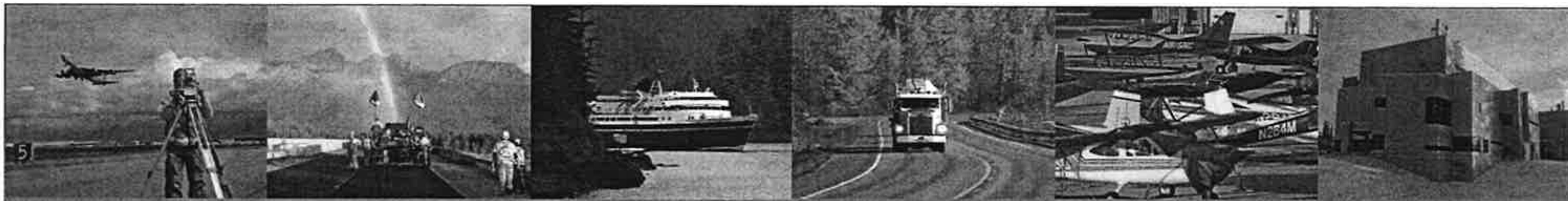
Alaska Modal Gross Operating Costs

DOT&PF SFY 2015 Request (Millions)



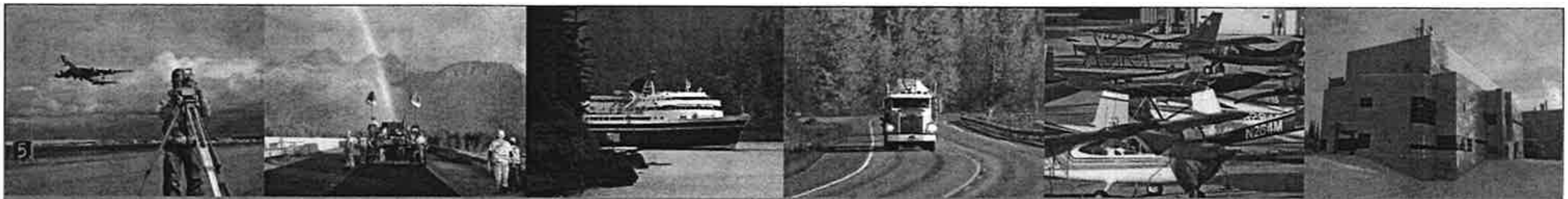
>99% of travel is achieved by highways and aviation. This requires less than one-half of DOT&PF's operating budget.

- Highways
- Rural Aviation
- AMHS

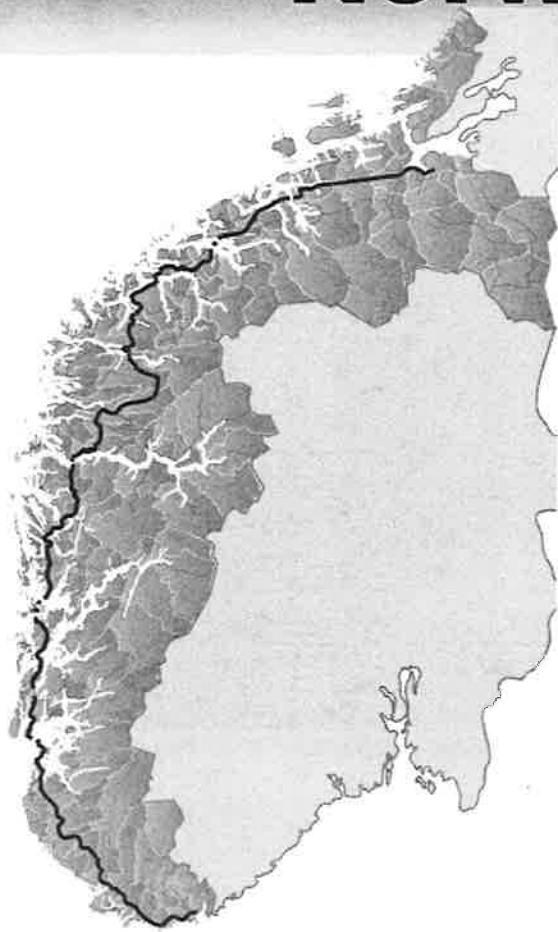


Other Ferry Systems

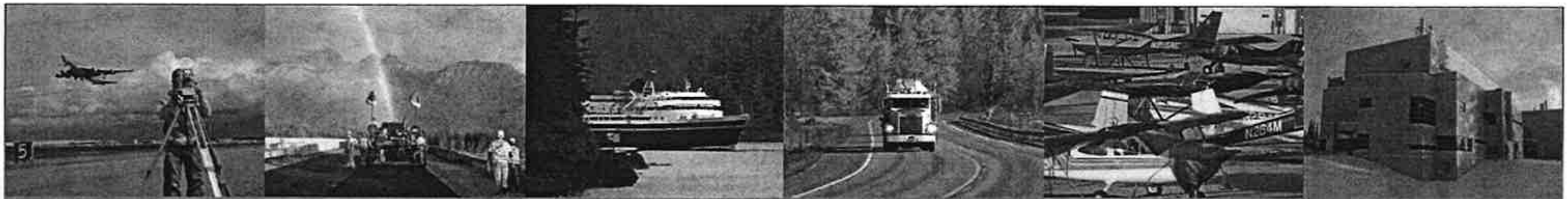
- Both Norway and Canada have recently focused on reducing or eliminating ferries, where possible
  - Canada's Prince Edward Is. bridge built with 33 year pledge of subsidy to finance new bridge.
  - Norway's ambitious effort to systematically reduce ferry crossings, with bridges and tunnels on Highway E-39 far more challenging that Juneau Access project.
- In Alaska, Metlakatla, Prince of Wales Island and proposed King Cove-Cold Bay ferries are also models of applying roads, dayboats.



Norway Highway E39



Ferry on E-39 Highway; one of 8 remaining.



Take Aways

- Replacing or shortening ferry routes with roads, and using dayboats is a rational public policy response:
  - It lowers public and private costs
  - It offers superior service to travelers
  - The actions in other places including Canada and Norway demonstrate that perpetual ferry subsidies are strong motivation to make changes.
- As stewards of transportation choices and their future costs, there is strong merit to building the preferred alternative.

Attachment Number 5
Knik Arm Crossing Appropriations - Summary

Legislature	SLA Reference	AR Number	Title	Approp Amount	Spent	Obligated	Un-Obligated (Discretionary)	Fund Source	Status / Balance
20th	61/01/41/24	58579	Knik Arm Crossing	2,600,000	2,600,000	0	0	Fed	AR Lapsed
22nd	82/03/49/24	62274	Knik Arm Crossing Environmental Impact Statement	33,600,000	33,600,000	0	0	Fed	AR Lapsed
23rd	82/06/104/33	60081	Knik Arm Bridge / Mat-Su Borough Road Improvements	93,600,000	36,722,961	16,100,947	40,776,092	Fed	
24th	18/14/63/12	60114	Knik Arm Bridge Project Development	55,000,000	0	0	55,000,000		$50M Fed / $5M GF
			General Fund	5,000,000	0	0	5,000,000		
			Federal Authority	179,800,000	72,922,961	16,100,947	90,776,092		
			Total Appropriations	184,800,000	72,922,961	16,100,947	95,776,092		

Knik Arm Crossing - Capital Project Information

Projects include funds from named appropriations above and STWD Surface Transportation Preconstruction and Federal Highway Match Funds

Project Expenditures by Account Code (LL40)

PJ #	Title	Auth	Spent	Encumb	Un-Obligated	71000 Personal Svcs	72000 Travel	73000 Services	74000 Commodities	75000 Cap Outlay	
56047	**KNIK ARM CROSSING**	**88,113,700**	**74,359,550**	**7,916,847**	**5,837,303**						
58136	**KNIK ARM XING AK029**	**6,592,500**	**6,592,500**	**0**	**0**						
56055	8KNIK ARM XING AK029	1,000,000	1,000,000	0	0	47,727	7,644	944,553	76		
57082	2KNIK ARM XING AK029	5,592,500	5,592,500	0	0	392,445	120,701	5,023,096	44,823	11,435	
58142	**KNIK ARM XING AK044**	**6,000,000**	**6,000,000**	**0**	**0**						
58133	2KNIK ARM XING AK044	6,000,000	6,000,000	0	0	465,331	37,900	5,487,478	9,291		
58583	**KNIK ARM XING AK090**	**75,521,200**	**61,767,050**	**7,916,847**	**5,837,303**						
58584	2KNIK ARM XING AK090	75,521,200	61,767,050	7,916,847	5,837,303	8,194,792	411,135	52,769,602	97,186	294,334	
53735	**KNIK ARM CROSSING, PHASE III**	**16,808,360**	**9,650,214**	**4,025,786**	**3,132,360**						
53719	3 KNIK ARM XING P3	16,808,360	9,650,214	4,025,786	3,132,360	352,849	2,606	2,908,743		6,386,017	
						9,453,144	579,986	67,133,472	151,376	6,691,786	84,009,764

As of 12/30/14

Attachment Number 6

Juneau Access Appropriations - Summary

Legislature	SLA Reference	AR Number	Title	Approp Amount	Spent	Obligated	Un-Obligated (Discretionary)	Fund Source	Status / Balance
16th	117/89/82/6		Juneau Road Access Environmental Impact Statement	100,000	100,000			GF	AR Lapsed
16th	208/90/70/10		Juneau Access Improvements Environmental Impact Study	200,000				GF	Vetoed
17th	96/91/78/7	65670	Juneau Land Routes Environmental Impact Statements	225,000	150,000			GF	reduced to $150,000 by Governor Hickel - AR Lapsed
17th	5/92/52/21	66436	Juneau Access Route Feasibility Study	200,000	200,000			Fed	AR Lapsed
18th	79/93/34/27	64625	Juneau Access Route Preliminary Engineering	1,800,000	1,800,000			Fed	AR Lapsed
19th	103/95/42/25	61110	Juneau - Access Improvements	1,000,000	1,000,000			Fed	AR Lapsed
21st	135/00/32/33		Juneau Access Environmental Impact Statement Completion by July 1, 2002	1,530,000				GF	Vetoed
23rd	82/03/49/6	62230	Juneau Access Improvement Preliminary Engineering	5,000,000	5,000,000			Fed	Expended - $0 balance - AR Lapsed
23rd	159/04/48/19	64449	Juneau: Access Improvement	128,729,100	4,883,875	2,394,384	121,450,841	Fed	
24th	03/05/98/12	58767	Juneau: Glacier Highway Road Extension	5,000,000	4,883,410	116,590		GF	
24th	82/06/107/26	60278	Juneau Access	45,000,000	2,790,677	42,209,323		GF	
25th	30/07/150/18	60278	Juneau Access	-9,157,400		-9,157,400		GF	reappropriation to Statewide: Road and Bridge Construction Materials
28th	16/13/80/13	58013	Juneau Access	4,600,000		0	4,600,000	GF	
28th	16/13/130/17	59343	Juneau Access	5,395,119		0	5,395,119	GF	
28th	18/14/63/11	60108	Juneau Access	35,000,000		0	35,000,000		$30,000,000 Fed / $5,000,000 GF
			General Fund	56,087,719	7,924,087	33,168,513	14,995,119		
			Federal Authority	166,729,100	12,883,875	2,394,384	151,450,841		
			Total Appropriations	222,816,819	20,807,962	35,562,897	166,445,960		

Juneau Access - Capital Project Information

Projects include funds from named appropriations above and STWD Surface Transportation Preconstruction and Federal Highway Match Funds

Project Expenditures by Account Code (LL40)

PJ #	Title	Auth	Spent	Encumb	Un-Obligated		71000 Personal Svcs	72000 Travel	73000 Services	74000 Commodities	75000 Cap Outlay	
71100	JNU ACCESS RT STUDY	40,167,835	28,869,031	1,847,867	9,450,937							
69046	3JNU ACCESS ROUTE	1,611,335	85,250	1,409,001	117,084		42,041		4,371		38,839	
71211	2JNU ACCESS RT STUDY	38,556,500	28,783,780	438,867	9,333,853		6,565,881	1,026,725	17,931,679	90,223	3,169,271	
69583	JNU: GLACIER HWY EXT	5,000,000	4,848,015	48	151,937							
69584	2JNU: GLACIER HWY EX	485,830	485,830	0	0		232,848	1,205	251,760	17		
69586	4JNU: GLACIER HWY EX	4,514,170	4,362,185	48	151,937		594,635	49,062	496,270	268,756	2,953,462	
68010	JNU LYNN CANAL HWY	26,100,012	2,033,307	66,152	24,000,553							
67554	1JNU LYNN CANAL HWY	23,575,012	0	0	23,575,012							
68014	2JNU LYNN CANAL HWY	2,525,000	2,033,307	66,152	425,541		706,674	131,176	975,615	28,328	191,514	
68727	JNU LYNN CANAL HIGHWAY BRIDGE PILES	9,168,385	9,031,915	15,904	120,565		10,028		420,405	8,594,948	6,535	
68741	4JNU LCH PILES	9,168,385	9,031,915	15,904	120,565							
69221	JNU YANKEE COVE ARTIFICIAL REEF	155,759	155,759	0	0	closed	9,302		7,247	40	139,170	
68937	JNU LYNN CANAL HWY - ECHO COVE TO SWEENY	68,696	68,696	0	0	closed			3,196		65,500	
68796	JNU LYNN CANAL HIGHWAY GIRDERS	56,315	56,315	0	0	closed		991	2,824	52,500		
68080	JNU LYNN CANAL HIGHWAY OFFICE	156,115	156,115	0	0	closed	683		91,778		63,654	
							8,162,092	1,209,159	20,185,145	9,034,812	6,627,945	45,219,153

As of 12/30/14