



**25<sup>th</sup> ALASKA STATE LEGISLATURE**  
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**Fact Sheet for : Senate Bill 189**  
**Sponsor: Senator Gene Therriault**

**Contact: Heather Brakes, 465-4797**

**Short Title: Appropriation: Bridges, Service Roads, Trails**

**Summary:**

- Appropriates \$25,000,000 in General Funds to the Department of Transportation and Public Facilities for the design, planning, and repair of existing bridge infrastructure on the Alaska highway system.
- Appropriates \$10,000,000 in General Funds to the Department of Transportation and Public Facilities to fund the Local Service Roads and Trails (LSRT) program as defined in Alaska Statute AS 19.30111--19.30.251.

**Benefits:**

- Takes advantage of existing budgetary surplus to focus attention towards maintaining and repairing Alaska's existing bridge infrastructure.
- Restores funding of the LSRT program, which will free select Alaska road projects from complex and inefficient federal regulations, facilitate transportation infrastructure completion and reduce costs, while still maintaining professional construction standards.

**Background:**

- After the August 1, 2007, Minneapolis, Minnesota bridge collapse, which killed thirteen people and injured over one-hundred, national attention focused on the structural integrity of our nation's bridges. The current budget surplus provides the State a unique opportunity to provide additional funds to assist the Department of Transportation in its efforts to conduct thorough inspections and repairs of existing bridges so that their safety will be ensured for Alaska's motorists.
- The LSRT program as defined in AS 19.30.111 – 19.30.251 allocates state funds for the acquisition and construction of local service roads and trails not eligible for federal funds. Funding for the program ended in the mid-1980s as greater federal monies were made available through Congressional ear-marks. However, the political climate has changed, and Alaska could experience decreasing availability of federal highway funds in the future. By renewing funding for the LSRT program, the Department of Transportation is not as vulnerable to the vicissitudes of federal funding and select road construction and maintenance projects will be freed from the constraints of federal regulations.