

National Strategic Infrastructure Corridor Initiative

Volume III-A

Section-by-Section Legislative Analysis

Dalton District Infrastructure & Maintenance Authority Act

An Analysis of Proposed Alaska Legislation Establishing the Dalton District Infrastructure & Maintenance Authority (DDIMA)

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Alaska Department of Transportation & Public Facilities

Alaska Department of Law

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Transportation Stakeholders

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Volume III-A - Providing Legislative Context, Intent, and Analysis for the Dalton District Infrastructure & Maintenance Authority Act

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Document Description

This volume provides a detailed analysis of the proposed Alaska legislation establishing the Dalton District Infrastructure & Maintenance Authority (DDIMA).

Rather than presenting statutory language alone, this document explains the legislative purpose, policy rationale, and intended effect of each article and section of the proposed Act. It is intended to assist legislators, legislative staff, executive agencies, legal counsel, transportation professionals, and stakeholders in understanding both the structure and objectives of the legislation.

The analysis should be read together with **Volume III**, which contains the proposed statutory language, and **Volume II**, which presents the comprehensive policy framework supporting the legislation.

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Distribution Statement

This document is released for informational, educational, and legislative discussion purposes. It is intended to facilitate review and discussion among elected officials, government agencies,

transportation professionals, industry stakeholders, academic institutions, and members of the public.

This publication does not constitute enacted legislation, official legal guidance, or formal policy of any federal, state, or local governmental entity. The proposed statutory language and accompanying analysis are provided as conceptual legislative recommendations to support discussion and refinement during the legislative process.

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Revision History

Version	Date	Description
1.0	July 2026	Initial Working Draft

Letter of Transmittal

National Strategic Infrastructure Corridor Initiative Volume III-A – Section-by-Section Legislative Analysis Dalton District Infrastructure & Maintenance Authority Act

July 2026

To the Members of the Alaska State Legislature, the Governor of Alaska, the Commissioner of the Alaska Department of Transportation & Public Facilities, state agencies, transportation professionals, industry stakeholders, and the citizens of Alaska:

I am pleased to transmit **Volume III-A of the National Strategic Infrastructure Corridor Initiative**, *Section-by-Section Legislative Analysis of the Dalton District Infrastructure & Maintenance Authority Act*. This volume accompanies the proposed statutory language presented in Volume III and provides the legislative explanation, policy rationale, and implementation guidance necessary to fully understand the proposed legislation.

Successful legislation depends upon more than carefully drafted statutory language. Legislators, executive agencies, legal counsel, and stakeholders must understand not only what a bill says, but why each provision exists, how it interacts with existing law, and how it is intended to operate once enacted. This volume was prepared to provide that understanding.

Each article and section of the proposed Dalton District Infrastructure & Maintenance Authority Act is examined using a consistent analytical framework that explains the purpose of the provision, summarizes its operation in plain language, identifies the Legislature's intended policy objectives, evaluates anticipated administrative impacts, discusses its relationship to existing Alaska law, and highlights important implementation considerations. The objective is to create a transparent legislative record that supports informed policymaking while facilitating future interpretation by executive agencies and the courts.

The proposed legislation recognizes that the Dalton District has evolved into infrastructure of extraordinary strategic importance. It supports Alaska's economy, domestic energy production, critical mineral development, Arctic operations, emergency response, scientific research, and national defense. The governance framework proposed through the Dalton District Infrastructure & Maintenance Authority is intended to strengthen the Alaska Department of Transportation & Public Facilities by providing dedicated long-term planning, infrastructure stewardship, financial accountability, and coordinated investment while preserving the Department's constitutional and statutory authority.

This analysis is offered as a working document intended to encourage constructive discussion among legislators, public agencies, Alaska Native organizations, industry, local governments, transportation professionals, and the public. It is expected that both the statutory language and the accompanying analysis will continue to evolve through technical review and legislative deliberation.

Together with **Volume II**, which establishes the policy framework, and **Volume III**, which contains the proposed statutory language, this companion volume provides a comprehensive legislative resource that moves from public policy concepts to statutory drafting and finally to detailed legislative interpretation. It is my hope that this work contributes meaningfully to the long-term stewardship of the Dalton District and serves as a model for future transportation governance discussions throughout Alaska.

Respectfully submitted,

Roger Brown

Author, National Strategic Infrastructure Corridor Initiative

Fairbanks, Alaska

July 2026

Foreword

The **National Strategic Infrastructure Corridor Initiative** recognizes that effective legislation requires more than carefully drafted statutory language. Successful implementation depends upon a clear understanding of legislative intent, policy objectives, administrative responsibilities, and the practical implications of each provision contained within the proposed law.

Volume III-A was developed to provide that context.

While **Volume III** presents the proposed **Dalton District Infrastructure & Maintenance Authority Act** in statutory form, this companion volume explains the purpose, rationale, and anticipated operation of each section of the proposed legislation. The analysis is intended to assist legislators, executive agencies, transportation professionals, legal counsel, and stakeholders in understanding how the legislation is designed to function and how its provisions work together to support long-term stewardship of the Dalton Highway transportation corridor.

Although this volume focuses on the proposed Dalton District Infrastructure & Maintenance Authority, the legislative principles discussed throughout are broadly applicable to transportation governance, infrastructure financing, corridor management, and institutional coordination. The concepts presented herein are intended to contribute to a broader discussion regarding the future of transportation policy for nationally significant infrastructure.

The legislative analysis contained in this volume should be considered alongside the proposed statutory language presented in Volume III and the broader policy framework established throughout the National Strategic Infrastructure Corridor Initiative.

Preface

Legislation often provides the legal authority necessary to establish public programs while leaving the underlying policy rationale and legislative intent to committee reports, fiscal analyses, and supporting documentation. Volume III-A serves that function within the National Strategic Infrastructure Corridor Initiative.

The proposed **Dalton District Infrastructure & Maintenance Authority Act** represents more than a series of statutory provisions. It reflects an integrated approach to transportation governance that recognizes the Dalton Highway as infrastructure of exceptional strategic importance to the State of Alaska and the Nation. The proposed Authority is intended to provide a dedicated organizational framework capable of improving long-term planning, infrastructure stewardship, operational coordination, financial accountability, and sustainable investment.

This volume provides a section-by-section explanation of the proposed legislation, describing the purpose of each article, chapter, and statutory provision; the policy considerations that informed its development; and the anticipated administrative responsibilities associated with implementation. References to existing Alaska statutes, federal transportation law, and comparable governance models are included where appropriate to place the proposed legislation within the broader legal and institutional framework.

The analysis is not intended to advocate for any specific legislative outcome. Rather, it is intended to support informed discussion by providing a transparent explanation of the proposed legislation and the policy objectives it is designed to achieve.

Readers seeking the complete statutory language should refer to **Volume III – Proposed Federal and State Legislative Framework**. Readers seeking the broader strategic and policy context should refer to **Volumes I and II** of the National Strategic Infrastructure Corridor Initiative.

Together, these companion volumes present a comprehensive framework for understanding both the legal structure and the public policy considerations underlying the proposed Dalton District Infrastructure & Maintenance Authority Act.

Executive Summary

The **Dalton District Infrastructure & Maintenance Authority Act** proposes the creation of a specialized authority within the Alaska Department of Transportation & Public Facilities (DOT&PF) dedicated to the long-term stewardship of the Dalton District.

Volume III contains the proposed statutory language. This companion volume explains the purpose and intended effect of each legislative provision, providing policymakers and stakeholders with the context necessary to evaluate the legislation.

The proposed legislation is designed to strengthen—not to replace the existing responsibilities of DOT&PF. It preserves state ownership, departmental authority, and operational responsibility while establishing a governance framework focused on strategic planning, long-term asset management, financial stewardship, and coordinated investment in one of Alaska’s most significant transportation corridors.

The section-by-section analysis serves four primary purposes: to explain the legislative intent behind each provision, to clarify how the proposed sections interact with existing Alaska law, to identify anticipated administrative and operational effects, and to provide a resource for legislators, legal counsel, executive agencies, and stakeholders during the legislative process.

Each section of the Act is examined using a consistent analytical format that includes Purpose (why the section is included), Summary (a plain-language explanation of the statutory language), Legislative Intent (the policy objectives the Legislature seeks to achieve), Administrative Impact (expected responsibilities for state agencies or the Authority), Relationship to Existing Law (how the section interacts with current statutes), and Implementation Considerations (practical issues that may arise during implementation).

This analysis is intended to promote transparency, improve legislative understanding, and facilitate informed discussion throughout the policymaking process. It does not establish new legal requirements beyond those contained in Volume III; rather, it provides explanatory guidance to assist in interpreting the proposed legislation and understanding its anticipated effects.

Together, **Volume II (Policy Proposal)**, **Volume III (Draft Alaska Legislation)**, and **Volume III-A (Section-by-Section Legislative Analysis)** provide a complete policy and legislative package, allowing readers to move from strategic concepts to statutory language and then to detailed legislative interpretation.

Summary Table 1

Proposed Feature	Purpose
Dedicated corridor governance	Focus long-term oversight on the Dalton Highway
Board of Directors	Provide strategic direction and accountability
Executive Director	Manage day-to-day administration
Dedicated infrastructure fund	Improve long-term financial stewardship
Corridor management planning	Coordinate maintenance, operations, and capital improvements
Interagency coordination	Align State, federal, industry, and local stakeholders
Annual reporting	Increase transparency and legislative oversight
Long-term asset management	Preserve corridor reliability and resilience

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Acronyms

Purpose

This section identifies abbreviations and acronyms used throughout the *National Strategic Infrastructure Corridor Initiative*. Unless otherwise noted, acronyms are defined at their first use in each volume and are included here for quick reference.

Federal Agencies

AASHTO — American Association of State Highway and Transportation Officials

DOT — U.S. Department of Transportation

Transportation Planning

NSICI — National Strategic Infrastructure Corridor Initiative

Transportation & Infrastructure

GIS — Geographic Information System

ITS — Intelligent Transportation Systems

Alaska-Specific Examples

AIDEA — Alaska Industrial Development and Export Authority

DDIMA — Dalton District Infrastructure and Maintenance Authority

Definitions

Purpose

The following definitions establish a common vocabulary for the National Strategic Infrastructure Corridor Initiative. Unless otherwise specified by Federal statute or regulation, these definitions apply throughout this publication.

Asset Management

A systematic process for maintaining, upgrading, operating, and replacing infrastructure in a cost-effective manner throughout its lifecycle.

Corridor

A transportation route or interconnected network of transportation facilities that supports the movement of people, freight, energy, resources, military assets, or other nationally significant activities.

Corridor Management Plan

A long-term planning document that establishes strategies for preserving, operating, maintaining, improving, and monitoring a designated National Strategic Infrastructure Corridor.

Critical Infrastructure

Infrastructure whose continued operation is essential to national security, public safety, economic stability, or the uninterrupted delivery of critical services.

Future Demand Assessment

An evaluation of anticipated transportation needs based upon projected economic activity, demographic trends, freight demand, national security requirements, technological advancement, and other long-term factors.

Lifecycle Asset Management

A comprehensive approach to planning, preserving, maintaining, rehabilitating, and replacing transportation infrastructure to maximize long-term value while minimizing total lifecycle costs.

National Strategic Infrastructure Corridor

A transportation corridor designated by the Secretary of Transportation because of its exceptional contribution to one or more national interests, including national defense, domestic energy production, critical mineral development, interstate commerce, emergency preparedness, Arctic operations, or long-term economic resilience.

Performance Measure

A quantitative or qualitative indicator used to evaluate infrastructure condition, operational effectiveness, maintenance performance, resilience, safety, or progress toward established objectives.

Preventive Maintenance

Planned maintenance activities performed to preserve infrastructure condition, extend service life, improve reliability, and reduce long-term lifecycle costs.

Resilience

The ability of transportation infrastructure to prepare for, withstand, recover from, and adapt to natural hazards, technological changes, cyber threats, operational disruptions, and other adverse events.

Stewardship

The responsible planning, operation, preservation, maintenance, and improvement of transportation infrastructure to ensure its continued service for present and future generations.

Sustainability

The ability to manage transportation infrastructure in a manner that supports long-term economic, environmental, and operational performance while preserving resources for future generations.

Interpretation

Unless specifically defined by Federal law or regulation, terms used throughout this publication should be interpreted in a manner consistent with the objectives of the National Strategic Infrastructure Corridor Initiative. Where conflicts exist between these definitions and applicable statutes or regulations, the statutory or regulatory definitions shall govern.

Article I — Legislative Findings and Intent

Section 1. Legislative Findings

Purpose

Section 1 establishes the factual and policy foundation for the Dalton District Infrastructure & Maintenance Authority (DDIMA). Before creating a new governmental authority, the Legislature must identify the public need the legislation is intended to address. These findings explain why the Dalton District warrants a governance structure different from other highway corridors in Alaska.

The findings recognize that the Dalton District is not merely a state highway, but a transportation corridor supporting critical statewide and national interests. By documenting the corridor's unique characteristics, strategic value, and increasing infrastructure demands, this section provides the legal justification for creating DDIMA and guides future interpretation of the Act.

Summary

This section declares that the Alaska State Legislature finds that the Dalton District is Alaska's only year-round overland transportation connection between Interior Alaska and the North Slope; that the Elliott Highway between Milepost 73 and Milepost 152 and the Tofty Road, while part of the Dalton District, lie outside this through-corridor and instead provide essential access to the Eureka and Tofty mining districts and the Native Villages of Rampart and Tanana on the Yukon River; that the corridor supports public safety, emergency response, energy production, resource development, commerce, Arctic communities, tourism, and scientific research; that the Dalton District possesses unique engineering and operational challenges, including a gravel roadway surface overlying discontinuous and increasingly unstable permafrost that produces differential frost heave and thaw settlement requiring continuous regrading and material replenishment rather than the periodic resurfacing typical of paved highways, together with extreme climate, seasonal construction limitations, and other intensive maintenance requirements; that climate change, increased freight activity, and expanding industrial development are placing additional demands on the corridor; that preventive maintenance and long-term asset management are more cost-effective than relying on deferred maintenance and emergency repairs; that the corridor serves both Alaska's interests and significant national interests, including national defense, domestic energy production, and critical mineral development; that existing statewide transportation governance remains appropriate but does not provide the dedicated long-term stewardship needed for the Dalton District; that creation of DDIMA will improve coordination among state, federal, tribal, local, military, and private-sector partners while enhancing accountability, transparency, and long-range planning; and that

establishing a specialized authority serves the public interest by ensuring the corridor is preserved and improved for future generations.

Legislative Intent

The Legislature intends these findings to formally recognize that the Dalton District has evolved from a remote industrial access road into one of Alaska's most strategically important transportation assets.

Rather than responding to isolated maintenance deficiencies or short-term funding challenges, the Legislature acknowledges that the corridor requires a permanent governance framework capable of managing increasingly complex operational, financial, environmental, and strategic responsibilities.

The findings also establish several guiding policy principles that recur throughout the Act: long-term stewardship should replace reactive infrastructure management, preventive maintenance should receive greater emphasis than emergency repair, infrastructure planning should account for future demand rather than merely existing traffic volumes, transportation investments should reflect both statewide and national strategic interests, coordination among governmental and private entities should be institutionalized rather than occurring on an ad hoc basis, and DDIMA is intended to strengthen DOT&PF's ability to manage the Dalton District, not diminish the Department's authority or ownership.

These findings provide the policy rationale that supports every subsequent article of the Act.

Administrative Impact

Section 1 creates no immediate administrative duties; however, it establishes the policy framework that guides implementation of the entire Act.

Its practical effects include providing the Governor and Legislature with a formal statement of why DDIMA is necessary, directing DOT&PF to recognize the Dalton District as a transportation corridor requiring specialized long-term planning, supporting future funding requests by documenting the corridor's statewide and national significance, providing state agencies with legislative guidance when interpreting subsequent provisions of the Act, and establishing a policy basis for coordination among DOT&PF, the Department of Revenue, Department of Law, federal agencies, Alaska Native organizations, industry, and local governments.

Although this section does not itself create programs or authorize expenditures, it influences future administrative decisions by establishing the Legislature's expectations regarding corridor stewardship.

Relationship to Existing Law

This section is declaratory rather than regulatory and does not amend or supersede existing Alaska statutes.

Instead, it complements existing law by providing legislative findings supporting the creation of DDIMA within the existing framework of the Alaska Department of Transportation & Public Facilities.

The findings are consistent with Alaska's constitutional responsibility to provide for and maintain public infrastructure, existing statutory authority assigned to DOT&PF under Title 44, state transportation planning requirements, and existing asset management and maintenance responsibilities administered by DOT&PF.

Importantly, the findings make clear that DDIMA is intended to complement—not replace—existing departmental authority. This legislative direction assists courts, agencies, and future policymakers in interpreting the Act consistently with the Legislature's stated intent.

Implementation Considerations

Successful implementation of this section depends on maintaining the factual basis supporting the Legislature's findings over time.

Future updates to planning documents, infrastructure condition assessments, freight forecasts, and Future Demand Assessments should continue to document corridor usage trends, infrastructure condition, maintenance costs, climate and permafrost impacts, economic and resource development activity, national defense and homeland security considerations, and emerging transportation demands.

As conditions evolve, these findings should continue to inform updates to the Corridor Management Plan, Rolling Ten-Year Financial and Infrastructure Investment Plan, Future Demand Assessment, and annual reports to the Governor and Legislature.

Because Section 1 establishes the policy foundation for the entire Act, it should be interpreted broadly to support long-term stewardship, fiscal responsibility, resilience, and coordinated investment throughout the Dalton District.

Section 2. Purpose

Purpose

Section 2 establishes the overarching objectives of the Dalton District Infrastructure & Maintenance Authority Act. While the Legislative Findings explain *why* the legislation is necessary, this section defines *what the Act is intended to accomplish*. It provides the policy

framework that guides interpretation of every subsequent provision and establishes measurable goals for the Authority.

By expressly stating the purposes of the Act, the Legislature provides clear direction to DDIMA, DOT&PF, executive agencies, the courts, and future Legislatures regarding the intended scope of the Authority's responsibilities.

Summary

This section identifies the principal objectives of the Act, including establishing the Dalton District Infrastructure & Maintenance Authority, providing dedicated governance for long-term planning, financing, maintenance, operation, preservation, and improvement of the Dalton District, promoting the safe, reliable, and efficient movement of people and freight, improving coordination among state agencies, federal agencies, Alaska Native organizations, local governments, industry, and other stakeholders, strengthening Alaska's ability to obtain federal funding and develop innovative financing mechanisms, protecting public investments through lifecycle asset management and preventive maintenance, improving resilience to environmental change, natural hazards, and future transportation demands, supporting domestic energy production, critical mineral development, national defense, emergency response, scientific research, tourism, and sustainable economic development, and promoting transparent governance, measurable performance standards, and legislative oversight.

Legislative Intent

The Legislature intends this section to ensure that DDIMA operates as a strategic planning and infrastructure stewardship organization rather than simply another transportation maintenance agency.

The Act is designed to move the Dalton District toward a comprehensive, long-term management model that integrates infrastructure preservation, financial planning, risk management, resilience, and interagency coordination. The Legislature recognizes that traditional transportation funding cycles and decentralized planning are insufficient to address the corridor's growing strategic importance.

This section also reflects the Legislature's intent to preserve the Dalton District as a publicly owned transportation corridor, improve infrastructure performance while reducing long-term lifecycle costs, position Alaska to compete more effectively for discretionary federal transportation funding, encourage collaboration among governmental, tribal, military, and private-sector partners, align transportation investments with Alaska's long-term economic, energy, and national security priorities, and promote accountability through measurable performance standards and recurring legislative oversight.

These objectives should guide administrative decision-making whenever questions arise regarding interpretation or implementation of the Act.

Administrative Impact

Section 2 establishes the policy objectives that will shape DDIMA's future work programs, strategic planning documents, annual budgets, and performance measures.

Implementation will require the Authority to develop long-range infrastructure strategies consistent with the stated purposes, coordinate planning activities with DOT&PF and other state agencies, incorporate lifecycle asset management into maintenance and capital investment decisions, pursue federal grants and alternative financing opportunities, develop performance metrics demonstrating progress toward the Act's objectives, and integrate resilience, safety, and future demand forecasting into planning and budgeting processes.

For DOT&PF, this section reinforces the expectation that departmental coordination with DDIMA should support—not hinder—the achievement of these legislative objectives.

Relationship to Existing Law

This section establishes legislative policy but does not alter existing statutory responsibilities assigned to DOT&PF or other state agencies.

Instead, it complements Alaska's existing transportation statutes by identifying policy priorities that DDIMA is expected to advance within the Department's existing organizational framework.

The purposes outlined in this section are consistent with existing statewide transportation planning requirements, public infrastructure stewardship responsibilities, Alaska's long-range transportation goals, and federal transportation planning principles emphasizing asset management, resilience, safety, and performance-based investment.

The section therefore provides policy direction without diminishing existing departmental authority.

Implementation Considerations

Successful implementation of these legislative purposes will require DDIMA to establish measurable performance objectives that can be evaluated over time.

Early implementation efforts should include adoption of strategic goals aligned with the purposes identified in this section, development of performance indicators for maintenance, safety, infrastructure condition, resilience, and financial stewardship, integration of these objectives into the Corridor Management Plan, Rolling Ten-Year Financial and Infrastructure Investment Plan,

and Future Demand Assessment, and periodic review by the Governor and Legislature to determine whether the Authority is achieving the intended public policy outcomes.

As transportation demands evolve, these stated purposes should remain the guiding principles for future amendments to the Act and for administrative decision-making.

Section 3. Legislative Intent

Purpose

Section 3 establishes the Legislature's guiding principles for implementing the Dalton District Infrastructure & Maintenance Authority Act. Unlike the Legislative Findings, which explain why the legislation is necessary, and the Purpose section, which identifies the Act's objectives, this section directs how the Act should be interpreted and administered.

These statements of legislative intent serve as interpretive guidance for executive agencies, courts, legislators, and future policymakers whenever questions arise concerning the scope or application of the Act.

Summary

This section declares that the Dalton District shall remain publicly owned by the State of Alaska; that DOT&PF shall continue to serve as Alaska's principal transportation agency; that DDIMA is intended to complement, not replace, the Department's authority and responsibilities; that the Authority shall provide dedicated corridor governance, strategic planning, financial flexibility, and coordinated public-private collaboration; that DDIMA shall emphasize preventive maintenance, lifecycle asset management, resilience, and fiscal responsibility; that the Authority shall operate transparently and remain accountable to the Governor, Legislature, and the public; and that the Dalton District shall continue to be preserved as a transportation corridor of statewide and national significance.

Legislative Intent

The Legislature intends to eliminate uncertainty regarding DDIMA's relationship with DOT&PF.

A central policy objective of the Act is to create a specialized authority focused exclusively on the Dalton District while preserving the Department's constitutional and statutory responsibilities. The Legislature specifically rejects any interpretation suggesting that DDIMA is intended to privatize the corridor, diminish DOT&PF's authority, or establish an independent transportation department.

Instead, DDIMA is envisioned as a collaborative governance model that enhances strategic planning, improves financial stewardship, strengthens coordination among governmental and

private partners, encourages preventive maintenance over reactive repairs, promotes transparent decision-making, and preserves public ownership and accountability.

The Legislature further intends that every provision of the Act be interpreted consistently with these principles.

Administrative Impact

Section 3 establishes broad policy guidance for all agencies involved in implementing the Act.

Key administrative implications include the fact that DOT&PF retains responsibility for statewide transportation leadership, that DDIMA assumes specialized planning and stewardship responsibilities within the Dalton District, that cooperative agreements between the Department and the Authority should reflect these complementary roles, that administrative decisions should prioritize transparency, accountability, and long-term infrastructure preservation, that annual reporting and performance evaluation should demonstrate compliance with the Legislature's stated intent, and that executive branch agencies should coordinate implementation in a manner that avoids duplication of responsibilities and promotes efficient use of public resources.

These guiding principles will influence future regulations, memoranda of understanding, strategic plans, and budget development.

Relationship to Existing Law

This section reinforces existing statutory authority rather than modifying it.

It confirms that state ownership of the Dalton District remains unchanged, that DOT&PF continues to exercise its statutory transportation responsibilities, and that existing laws governing transportation administration, procurement, budgeting, ethics, and public accountability remain fully applicable unless expressly modified elsewhere in the Act.

This section therefore serves as an interpretive safeguard, ensuring that DDIMA is understood as a specialized authority operating within Alaska's existing governmental structure.

Implementation Considerations

Implementation should emphasize collaboration rather than institutional competition.

Early organizational documents—including the Memorandum of Understanding between DDIMA and DOT&PF, administrative regulations, governance policies, and strategic planning documents—should clearly reflect the Legislature's intent expressed in this section.

Future legislative amendments, agency regulations, and judicial interpretations should continue to preserve public ownership of the corridor, DOT&PF's statewide authority, DDIMA's specialized stewardship role, transparent governance, long-term infrastructure planning, fiscal responsibility, and accountability to Alaska's elected leadership and the public.

Because this section expresses the Legislature's overarching policy direction, it should be consulted whenever ambiguity exists regarding interpretation of any provision within the Act.

Article II — Definitions

Section 1. Definitions

Purpose

Section 1 establishes the legal definitions that apply throughout the Dalton District Infrastructure & Maintenance Authority Act. Statutory definitions ensure that key terms are interpreted consistently by legislators, executive agencies, the courts, regulated entities, and future policymakers.

Because the Act introduces new governance concepts and specialized transportation terminology, this section creates a common legal vocabulary that reduces ambiguity and promotes consistent implementation. The definitions encompass organizational structure, infrastructure assets, maintenance activities, emergency response, financial management, strategic planning, and nationally significant transportation concepts.

Summary

Section 1 defines the principal terms used throughout the Act, including Authority (the Dalton District Infrastructure & Maintenance Authority, or DDIMA), Board (the Authority's Board of Directors), Dalton District (the statutory jurisdiction encompassing the Elliott Highway from Milepost 28 to 152, the Dalton Highway from Milepost 0 to 414, and the Tofty Road, together with all associated transportation infrastructure), Department and Commissioner (the Alaska Department of Transportation & Public Facilities and its Commissioner), District Infrastructure Fund (the dedicated financial fund established by the Act), Infrastructure (roads, bridges, culverts, maintenance facilities, communications systems, intelligent transportation systems, utilities, and other transportation assets), Maintenance (routine, preventive, corrective, emergency, and capital preservation activities), Capital Improvement and Lifecycle Asset Management (long-term infrastructure investment and stewardship concepts), Public-Private Partnership, Federal Agency, and State Agency (governmental and cooperative entities), and Emergency, Strategic Infrastructure, Resilience, User, National Strategic Infrastructure Corridor, and Transportation Asset (specialized terms that support implementation of the Act).

Legislative Intent

The Legislature intends these definitions to establish a stable legal framework that supports consistent interpretation of every provision within the Act.

Several definitions intentionally extend beyond traditional highway terminology. Concepts such as **Lifecycle Asset Management**, **Strategic Infrastructure**, **Resilience**, and **National Strategic Infrastructure Corridor** reflect the Legislature's recognition that the Dalton District serves broader economic, energy, defense, and national security functions than a conventional state highway.

The Legislature also intends that the definition of the Dalton District encompass all transportation assets necessary for corridor operation—not merely the roadway itself—ensuring that maintenance facilities, drainage structures, communications systems, material sites, and related infrastructure fall within DDIMA’s planning and management responsibilities.

Administrative Impact

These definitions establish the terminology that state agencies will use when implementing the Act.

Administrative responsibilities include applying consistent definitions in regulations, contracts, planning documents, and annual reports, ensuring that DOT&PF and DDIMA use common terminology when coordinating activities, providing clear guidance for procurement, budgeting, asset inventories, and infrastructure management, establishing consistent terminology for interagency agreements and federal grant applications, and reducing legal uncertainty during implementation and future rulemaking.

Uniform definitions will also facilitate communication among state agencies, federal partners, Alaska Native organizations, local governments, industry stakeholders, and the public.

Relationship to Existing Law

Many definitions are consistent with terminology already used in Alaska transportation statutes, federal transportation law, and nationally recognized asset management practices.

Where new concepts are introduced—such as **National Strategic Infrastructure Corridor** and **Lifecycle Asset Management**—the definitions supplement rather than replace existing statutory terminology.

This section is intended to harmonize with existing Alaska law and should be interpreted alongside applicable federal definitions where federal funding or regulatory programs are involved.

Implementation Considerations

As DDIMA develops regulations and administrative procedures, these definitions should remain the authoritative reference unless modified by future legislation.

Periodic review may be appropriate as transportation technologies, federal programs, and infrastructure management practices evolve. Future legislative amendments may also expand the definitions to address emerging technologies, Arctic transportation systems, cybersecurity, autonomous vehicle operations, or additional strategic infrastructure considerations.

Section 2. Rules of Construction

Purpose

Section 2 establishes general interpretive rules governing how the provisions of the Act are to be read and applied. Rather than creating substantive legal requirements, these rules provide consistency in statutory interpretation and reduce uncertainty when questions arise concerning the meaning of specific provisions.

By establishing standard rules of construction, the Legislature promotes uniform application of the Act across executive agencies, the judiciary, and future legislative amendments.

Summary

Section 2 provides several interpretive rules, including that words in the singular include the plural and vice versa, that the word “may” grants discretionary authority, that the word “shall” imposes a mandatory legal obligation, that references to statutes include future amendments unless expressly limited, and that references to federal agencies include successor agencies.

These rules apply throughout the Act unless a particular provision clearly requires a different interpretation.

Legislative Intent

The Legislature intends to eliminate unnecessary legal disputes over statutory wording by adopting well-established principles of statutory construction.

These provisions ensure that future amendments to Alaska statutes or reorganizations of federal agencies do not unintentionally render portions of the Act obsolete. The Legislature also intends that mandatory duties imposed upon DDIMA and other governmental entities be clearly distinguished from discretionary powers.

Administrative Impact

This section assists agencies responsible for implementing the Act by providing standardized interpretive guidance.

Its practical effects include supporting consistent drafting of regulations and policies, reducing conflicting interpretations among agencies, providing legal guidance for contract administration and procurement, assisting courts and legal counsel when interpreting the Act, and simplifying future statutory amendments by automatically incorporating successor statutes and agencies where appropriate.

Relationship to Existing Law

The Rules of Construction are consistent with longstanding principles of statutory interpretation recognized under Alaska law and general legislative drafting practice.

They supplement existing interpretive rules without altering substantive legal rights or responsibilities and are intended to be read in harmony with Alaska's broader rules of statutory construction.

Implementation Considerations

These provisions require little direct administrative action but should be incorporated into legal review, rulemaking, contract preparation, and legislative drafting associated with DDIMA.

Future amendments to the Act should continue to rely upon these interpretive rules unless the Legislature expressly provides otherwise.

Section 3. Liberal Construction

Purpose

Section 3 directs that the Act be interpreted broadly to accomplish its public purposes rather than narrowly in a manner that frustrates legislative objectives. This provision ensures that DDIMA possesses sufficient flexibility to fulfill its statutory responsibilities while preserving the constitutional and statutory authority of the State of Alaska and DOT&PF.

It serves as an overarching interpretive principle for the entire Act.

Summary

Section 3 provides that the Act shall be liberally construed to promote the preservation, maintenance, financing, operation, improvement, resilience, and long-term stewardship of the Dalton District, and that nothing in the Act shall be interpreted to diminish the constitutional authority of the State of Alaska or the statutory responsibilities of DOT&PF unless expressly provided by law.

This balances flexibility for DDIMA with preservation of existing governmental authority.

Legislative Intent

The Legislature intends courts and executive agencies to interpret the Act in a manner that advances its public policy objectives rather than restricting DDIMA's ability to carry out its mission through overly technical or narrow readings.

At the same time, the Legislature expressly reaffirms that the creation of DDIMA does not transfer ownership of the Dalton District or diminish DOT&PF's role as Alaska's principal transportation agency. The liberal construction clause is therefore intended to expand the effectiveness of the Authority while preserving the existing constitutional framework of state government.

Administrative Impact

This section provides broad interpretive guidance for all agencies administering the Act.

Administrative effects include supporting flexible implementation of planning and asset management programs, allowing DDIMA to adapt to evolving transportation challenges without requiring frequent statutory amendments, guiding legal counsel and agency staff when interpreting ambiguous provisions, and reinforcing collaboration between DDIMA and DOT&PF while maintaining clearly defined governmental responsibilities.

Relationship to Existing Law

Liberal construction clauses are common in legislation creating public authorities and are intended to facilitate achievement of statutory objectives.

This provision explicitly preserves Alaska’s constitutional authority over transportation infrastructure and confirms that existing statutory responsibilities assigned to DOT&PF remain in effect unless specifically modified elsewhere in the Act. Accordingly, the section should be interpreted as complementary to—not a replacement for—existing Alaska transportation law.

Implementation Considerations

DDIMA should reference this provision when developing regulations, strategic plans, interagency agreements, and administrative policies to ensure that implementation remains consistent with the Act’s long-term public purposes.

As the Authority evolves, this section will provide flexibility to respond to changing transportation needs, technological advances, and emerging strategic priorities while maintaining fidelity to the Legislature’s original intent. It also serves as an important safeguard against future interpretations that could unnecessarily limit DDIMA’s effectiveness or create unintended conflicts with DOT&PF.

ARTICLE III — Creation of the Dalton District Infrastructure & Maintenance Authority

Section 1. Establishment of the Authority

Purpose

Section 1 formally establishes the Dalton District Infrastructure & Maintenance Authority (DDIMA) as a public corporation and government instrumentality of the State of Alaska, attached to the Alaska Department of Transportation & Public Facilities (DOT&PF) for administrative purposes. This section serves as the legal foundation upon which the remainder of the Act is built. Without formally creating the Authority, none of the subsequent provisions concerning governance, financing, planning, or operations could be implemented.

The purpose of establishing DDIMA is to provide a permanent institutional framework dedicated exclusively to the long-term stewardship of the Dalton District while preserving the Department's existing constitutional and statutory responsibilities. Unlike temporary advisory committees or special task forces, DDIMA is intended to provide continuity across changing administrations, legislative sessions, and funding cycles.

Summary

This section establishes DDIMA as a public corporation and instrumentality of the State of Alaska, attached to DOT&PF for administrative purposes. It provides that the Authority shall exercise the powers granted by the Act as a corporate entity while remaining attached to the Department. The section also recognizes DDIMA as performing essential governmental functions and grants perpetual succession unless dissolved by the Legislature.

Legislative Intent

The Legislature intends to create a permanent organization focused exclusively on the Dalton District without creating an entirely separate executive department. Housing DDIMA within DOT&PF allows the Authority to benefit from existing departmental expertise while providing dedicated leadership for Alaska's most strategically significant transportation corridor.

The Legislature further intends that DDIMA become the institutional steward of the Dalton District, ensuring continuity of planning and infrastructure management over multiple decades.

Administrative Impact

DOT&PF will establish the organizational structure necessary to support DDIMA while preserving departmental authority. Administrative responsibilities include appointment of the initial Board, establishment of administrative systems, coordination with the Executive Director, and development of internal procedures governing the relationship between the Department and the Authority.

Relationship to Existing Law

This section supplements existing statutory authority assigned to DOT&PF under Title 44 without transferring ownership or jurisdiction over the state transportation system. The Authority is created as a public corporation attached to DOT&PF within existing executive branch structures, rather than as a wholly independent entity operating outside state government.

Implementation Considerations

Initial implementation should prioritize organizational development, staffing, governance procedures, and preparation of the Memorandum of Understanding required later in the Act. Administrative systems should be designed to integrate with existing DOT&PF operations while preserving the Authority's specialized planning and oversight functions.

Section 2. Jurisdiction

Purpose

This section defines the geographic and operational boundaries of DDIMA's authority. Clearly establishing jurisdiction eliminates uncertainty regarding which transportation facilities fall under the Authority's planning and coordination responsibilities.

Summary

The Authority's jurisdiction encompasses the Dalton District as defined in the Act, including the Elliott Highway from Milepost 28 through Milepost 152 and the Dalton Highway from Milepost 0 through Milepost 414, and the Tofty Road, together with associated transportation infrastructure located within those boundaries.

Legislative Intent

The Legislature intends DDIMA's jurisdiction to be corridor-based rather than project-based. This allows infrastructure planning to consider the transportation system as an integrated whole rather than as individual maintenance projects.

Administrative Impact

DOT&PF and DDIMA must maintain a common inventory of assets within the District and coordinate planning, maintenance scheduling, engineering priorities, and capital investments throughout the corridor.

Relationship to Existing Law

This section establishes administrative jurisdiction for DDIMA but does not alter state ownership, public access, or existing highway classifications established under Alaska law.

Implementation Considerations

Implementation should include preparation of official jurisdiction maps, GIS datasets, asset inventories, and administrative boundary descriptions to ensure consistent planning among participating agencies.

Section 3. Purpose

Purpose

Section 3 defines the mission of DDIMA and explains why the Authority exists beyond simply maintaining highways. It establishes the Authority's strategic role in preserving, improving, and coordinating transportation infrastructure throughout the Dalton District.

Summary

The Authority is charged with promoting long-term infrastructure stewardship through coordinated planning, maintenance, operations, asset management, financial stewardship, and strategic investment. The section emphasizes long-range planning and system preservation rather than day-to-day operational management alone.

Legislative Intent

The Legislature intends DDIMA to become Alaska's center of expertise for long-term Dalton District planning while coordinating public infrastructure investments among state agencies, federal partners, local governments, Alaska Native organizations, and private industry.

Administrative Impact

DDIMA will assume responsibility for preparing strategic plans, coordinating long-range investment decisions, evaluating future transportation demand, and advising the Governor and Legislature regarding corridor priorities.

Relationship to Existing Law

This section complements existing transportation planning responsibilities without removing operational authority from DOT&PF.

Implementation Considerations

Early organizational efforts should focus on developing the initial Corridor Management Plan, infrastructure priorities, and performance measures consistent with this mission statement.

Section 4. Public Purpose

Purpose

This section formally declares that DDIMA serves a public governmental purpose, supporting the constitutional basis for public expenditures, intergovernmental cooperation, and long-term investment.

Summary

The Authority is recognized as performing essential governmental functions that benefit the State of Alaska through preservation, operation, financing, and improvement of strategically significant transportation infrastructure.

Legislative Intent

The Legislature intends to make clear that investments made through DDIMA are public investments benefiting all Alaskans rather than serving private interests.

Administrative Impact

State agencies may rely upon this declaration when administering grants, cooperative agreements, public financing, and intergovernmental partnerships.

Relationship to Existing Law

The declaration is consistent with existing statutory findings supporting public infrastructure investment and governmental transportation functions.

Implementation Considerations

The public purpose should remain a guiding principle when evaluating future projects, funding requests, and partnership agreements.

Section 5. Relationship to the Department

Purpose

This section establishes how DDIMA and DOT&PF will function together while avoiding duplication of authority or administrative conflict.

Summary

The Authority operates within DOT&PF while complementing—not replacing—the Department’s existing statutory responsibilities. Responsibilities are intended to be coordinated through cooperative administration rather than organizational separation.

Legislative Intent

The Legislature intends DDIMA to strengthen the Department’s ability to manage the Dalton District by providing dedicated governance, long-term planning, and specialized oversight.

Administrative Impact

DOT&PF and DDIMA will jointly develop policies governing planning, budgeting, maintenance coordination, engineering support, information sharing, and project implementation.

Relationship to Existing Law

The section preserves DOT&PF’s authority under Alaska law while authorizing specialized corridor governance through DDIMA.

Implementation Considerations

Preparation of the Memorandum of Understanding should begin early to clearly define administrative responsibilities and reporting relationships.

Section 6. Corporate Powers

Purpose

Section 6 grants DDIMA the legal authority necessary to conduct governmental business and fulfill its statutory mission.

Summary

The Authority may exercise corporate powers necessary to carry out its duties, including entering contracts, accepting grants, acquiring property interests where authorized, managing funds, and conducting official business.

Legislative Intent

The Legislature intends DDIMA to possess sufficient legal capacity to function efficiently without requiring separate legislative authorization for routine administrative actions.

Administrative Impact

The Board and Executive Director will establish internal procedures governing contracts, procurement, financial management, and administrative operations.

Relationship to Existing Law

Corporate powers remain subject to Alaska procurement law, ethics statutes, budget requirements, and other applicable state laws.

Implementation Considerations

Administrative policies should clearly identify delegated authorities, financial controls, and approval thresholds.

Section 7. Principal Office

Purpose

This section establishes the official headquarters of the Authority and provides a central administrative location for conducting governmental business.

Summary

The Authority shall maintain a principal office designated by the Board for conducting official operations and maintaining public records.

Legislative Intent

The Legislature intends DDIMA to maintain an identifiable public presence capable of supporting coordination among stakeholders and ensuring public accessibility.

Administrative Impact

Administrative records, Board meetings, and official correspondence will be managed through the principal office.

Relationship to Existing Law

This provision is consistent with standard organizational requirements applicable to state entities.

Implementation Considerations

Selection of the principal office should consider operational efficiency, public access, proximity to DOT&PF leadership, and coordination with corridor operations.

Section 8. Exercise of Powers

Purpose

This section establishes the legal authority under which DDIMA will exercise its statutory powers and responsibilities.

Summary

The Authority may exercise only those powers granted by the Legislature and must do so consistent with applicable state law and the purposes of the Act.

Legislative Intent

The Legislature intends DDIMA to exercise broad administrative flexibility while remaining accountable to statutory limitations and legislative oversight.

Administrative Impact

The Board will adopt governance policies ensuring lawful exercise of delegated authority and appropriate internal controls.

Relationship to Existing Law

The Authority remains subject to Alaska administrative law, ethics requirements, procurement statutes, budget controls, and judicial review.

Implementation Considerations

Board governance policies should clearly identify delegated authority, approval procedures, and accountability mechanisms.

Section 9. Liberal Interpretation

Purpose

Section 9 directs that Article III be interpreted broadly to accomplish the Legislature's objective of establishing an effective and enduring governance framework for the Dalton District.

Summary

The provisions establishing DDIMA should be interpreted in a manner that promotes effective administration, infrastructure stewardship, and fulfillment of the Act's public purposes while remaining consistent with state law.

Legislative Intent

The Legislature intends to avoid narrow interpretations that could unnecessarily limit the Authority's effectiveness while preserving the Department's constitutional and statutory responsibilities.

Administrative Impact

This guidance will influence legal interpretations, administrative rulemaking, Board decisions, and judicial review throughout implementation of the Act.

Relationship to Existing Law

The section reinforces established principles of statutory interpretation without modifying existing constitutional or statutory authority.

Implementation Considerations

Future regulations, strategic plans, and governance policies should consistently reflect the Legislature's directive that the Authority be interpreted in a manner that advances long-term stewardship, efficient administration, and responsible management of the Dalton District.

ARTICLE IV — Board of Directors

Section 1. Establishment of the Board

Purpose

Section 1 formally establishes the Board of Directors as the governing body of the Dalton District Infrastructure & Maintenance Authority (DDIMA). The Board is responsible for providing strategic leadership, establishing organizational policy, exercising fiduciary oversight, and ensuring that the Authority fulfills the public purposes established by this Act.

The Board serves as the primary governing body responsible for long-term policy direction rather than day-to-day administration.

Summary

This section creates the DDIMA Board of Directors and vests it with responsibility for governing the Authority. The Board establishes policy, approves strategic initiatives, oversees financial management, appoints the Executive Director, and exercises the powers granted elsewhere in this chapter.

Legislative Intent

The Legislature intends the Board to provide stable, long-term governance insulated from changes in political administrations while remaining accountable to the Governor, Legislature, Commissioner of Transportation and Public Facilities, and the public.

The Board is intended to provide strategic oversight while allowing professional staff to administer daily operations.

Administrative Impact

Implementation requires appointment of the initial Board, adoption of bylaws, establishment of committees, and scheduling of organizational meetings.

Relationship to Existing Law

The Board functions within DOT&PF and remains subject to Alaska statutes governing public boards, public records, procurement, and the Open Meetings Act.

Implementation Considerations

Initial Board orientation should include governance training, ethics instruction, fiduciary responsibilities, and review of the Authority's statutory responsibilities.

Section 2. Membership

Purpose

Section 2 establishes the composition of the Board to ensure balanced representation of governmental, technical, financial, and public interests.

Summary

This section specifies the number of Board members, appointment authority, ex officio members, voting status, and representation requirements.

Legislative Intent

The Legislature intends the Board to include individuals possessing diverse experience in transportation, engineering, finance, infrastructure, logistics, Arctic operations, and public administration so that decisions reflect multiple professional perspectives.

Administrative Impact

Appointment records, membership rosters, and qualification verification procedures must be maintained by the Authority.

Relationship to Existing Law

Membership requirements supplement Alaska statutes governing gubernatorial appointments and executive branch boards.

Implementation Considerations

Future appointments should maintain technical diversity while ensuring statewide representation whenever practical.

Section 3. Qualifications

Purpose

Section 3 establishes minimum qualifications to ensure that Board members possess the knowledge and experience necessary to oversee one of Alaska's most strategically important transportation corridors.

Summary

Board members must possess education, professional experience, or demonstrated expertise relevant to transportation, engineering, finance, public administration, construction, logistics, Arctic operations, or infrastructure management.

Legislative Intent

The Legislature intends Board members to contribute informed judgment based upon demonstrated professional competence rather than solely political or geographic representation.

Administrative Impact

Appointment authorities should verify statutory qualifications prior to appointment.

Relationship to Existing Law

Qualification standards complement existing gubernatorial appointment authority without limiting constitutional appointment powers.

Implementation Considerations

The Board should periodically evaluate whether its collective expertise remains aligned with the Authority's evolving responsibilities.

Section 4. Terms of Office

Purpose

Section 4 establishes fixed terms of office that promote organizational stability and continuity.

Summary

Board members serve staggered terms established by statute. Members remain eligible for reappointment unless otherwise restricted.

Legislative Intent

The Legislature intends staggered terms to preserve institutional knowledge while preventing wholesale turnover that could disrupt long-term transportation planning.

Administrative Impact

Administrative staff must maintain appointment schedules and notify appointing authorities of upcoming vacancies.

Relationship to Existing Law

The section follows common governance practices used throughout Alaska government.

Implementation Considerations

Initial appointments should be staggered to ensure continuity of Board operations.

Section 5. Officers

Purpose

Section 5 establishes Board leadership necessary for efficient governance.

Summary

The Board shall elect officers, including a Chair and Vice Chair, and assign duties through bylaws.

Legislative Intent

The Legislature intends Board officers to facilitate meetings, committee work, communication with the Executive Director, and coordination with DOT&PF.

Administrative Impact

Annual officer elections become part of the Board's organizational responsibilities.

Relationship to Existing Law

Officer selection is consistent with generally accepted public board governance practices.

Implementation Considerations

Officer duties should be further defined within the Authority's bylaws.

Section 6. Meetings

Purpose

Section 6 establishes procedures for conducting Board meetings while ensuring transparency and public participation.

Summary

The Board shall meet regularly, maintain official minutes, provide public notice, and conduct meetings consistent with applicable Alaska law.

Legislative Intent

The Legislature intends Board deliberations to remain transparent, accessible, and accountable while allowing executive sessions only when authorized by law.

Administrative Impact

Staff must prepare agendas, maintain minutes, publish notices, and preserve official records.

Relationship to Existing Law

Board meetings must comply with the Alaska Open Meetings Act and applicable public records statutes.

Implementation Considerations

Electronic participation and hybrid meetings should be encouraged to facilitate statewide representation.

Section 7. Quorum

Purpose

Section 7 establishes the minimum participation necessary for the Board to conduct official business.

Summary

Official Board action may occur only when a quorum is present. Actions require the voting threshold established by statute or Board bylaws.

Legislative Intent

The Legislature intends important policy decisions to reflect collective judgment rather than the actions of a small minority of members.

Administrative Impact

Meeting procedures must document attendance, quorum verification, motions, and recorded votes.

Relationship to Existing Law

Quorum requirements follow accepted parliamentary principles used throughout Alaska government.

Implementation Considerations

Board bylaws should address recusals, abstentions, remote participation, and tie votes.

Section 8. Compensation

Purpose

Section 8 authorizes reimbursement for Board service while recognizing that members primarily serve in the public interest.

Summary

Board members may receive compensation and reimbursement for authorized travel and expenses as provided by law.

Legislative Intent

The Legislature intends to remove financial barriers that might discourage qualified individuals from throughout Alaska from serving on the Board while ensuring that compensation remains reasonable and publicly accountable.

Administrative Impact

The Authority shall administer compensation and travel reimbursements consistent with state travel regulations and legislative appropriations.

Relationship to Existing Law

Compensation remains subject to Alaska statutes governing public boards and commissions.

Implementation Considerations

Travel reimbursement policies should recognize the geographic challenges associated with statewide participation.

Section 9. Fiduciary Duty

Purpose

Section 9 establishes the fiduciary obligations of every Board member.

Summary

Board members owe a duty of loyalty, care, honesty, and prudent stewardship to the State of Alaska and shall act in the public interest when exercising Authority powers.

Legislative Intent

The Legislature intends Board members to function as responsible stewards of public infrastructure and public funds, exercising independent judgment while placing the long-term interests of Alaska above personal, political, or organizational interests.

Administrative Impact

The Authority should adopt governance policies addressing fiduciary responsibilities, financial oversight, and annual Board training.

Relationship to Existing Law

This section complements existing fiduciary obligations applicable to Alaska public officials.

Implementation Considerations

Annual governance training and Board self-assessments should reinforce fiduciary responsibilities.

Section 10. Ethics

Purpose

Section 10 establishes ethical standards governing Board conduct.

Summary

Board members shall avoid conflicts of interest, disclose financial interests where required, maintain confidentiality when authorized by law, and comply with applicable ethics requirements.

Legislative Intent

The Legislature intends Board decisions to be impartial, transparent, and free from improper influence, thereby maintaining public confidence in the Authority.

Administrative Impact

The Authority should establish ethics policies, annual disclosure procedures, conflict-of-interest protocols, and recusal procedures.

Relationship to Existing Law

This section complements the Alaska Executive Branch Ethics Act, the Alaska Public Records Act, the Open Meetings Act, and other applicable statutes governing public officials.

Implementation Considerations

Ethics training should be conducted annually, and conflict-of-interest disclosures should be reviewed regularly to ensure continued compliance.

Section 11. Removal

Purpose

Section 11 establishes procedures for removing Board members when necessary while preserving the Board's independence.

Summary

Board members may be removed for cause in accordance with applicable law. Vacancies resulting from removal shall be filled using the same appointment process prescribed for the original appointment.

Legislative Intent

The Legislature intends removal authority to protect the integrity of the Board by providing accountability for misconduct, neglect of duty, or incapacity while preventing arbitrary or politically motivated removals.

Administrative Impact

The Authority shall maintain records of resignations, removals, and vacancies and coordinate replacement appointments with the appropriate appointing authority.

Relationship to Existing Law

Removal procedures are intended to operate consistently with Alaska law governing executive appointments, due process, and administrative fairness.

Implementation Considerations

The Board should adopt written procedures for handling resignations, vacancy notifications, and removal proceedings to ensure consistency, transparency, and continuity of governance.

ARTICLE V — Executive Director and Administration

Section 1. Executive Director

Purpose

Section 1 establishes the position of Executive Director as the chief executive and administrative officer of the Dalton District Infrastructure & Maintenance Authority (DDIMA). While the Board establishes policy and provides strategic oversight, the Executive Director is responsible for implementing those policies and managing the Authority’s daily operations.

This section creates a clear distinction between governance and administration, allowing the Board to focus on long-range planning and fiduciary oversight while entrusting operational management to a qualified executive.

Summary

This section authorizes the Board to appoint an Executive Director who serves at the pleasure of the Board. The Executive Director is designated as the Authority’s chief executive officer and is responsible for managing daily operations, implementing Board policies, and devoting full-time service to the position. Outside employment creating conflicts of interest is prohibited.

Legislative Intent

The Legislature intends the Executive Director to provide stable professional leadership that is insulated from short-term political changes while remaining accountable to the Board of Directors. The position is intended to ensure continuity in transportation planning, infrastructure management, budgeting, personnel administration, and interagency coordination.

Administrative Impact

Following appointment, the Executive Director becomes responsible for organizing the Authority, supervising staff, implementing Board directives, and serving as the principal liaison with DOT&PF, state agencies, federal partners, and stakeholders.

Relationship to Existing Law

This section is consistent with executive management structures used throughout Alaska state government and preserves the Commissioner’s statutory authority over DOT&PF while establishing DDIMA’s chief administrative officer.

Implementation Considerations

The Board should establish performance expectations, annual evaluations, succession planning procedures, and reporting requirements to ensure accountability and continuity of leadership.

Section 2. Qualifications

Purpose

Section 2 establishes minimum professional qualifications for the Executive Director to ensure the Authority is led by an individual possessing the experience necessary to oversee one of Alaska's most complex transportation corridors.

Summary

The Executive Director must demonstrate executive leadership and substantial experience in transportation management, engineering, infrastructure management, public administration, finance, military logistics, construction, Arctic operations, resource development, emergency management, or comparable disciplines. Preference is given to candidates with experience managing large infrastructure systems in Arctic or remote environments.

Legislative Intent

The Legislature intends the Executive Director to possess both technical competence and executive leadership capabilities. The position requires an understanding of transportation infrastructure, financial management, governmental operations, and the unique environmental challenges associated with Arctic transportation systems.

Administrative Impact

The Board must evaluate candidates based upon education, professional experience, leadership ability, and demonstrated management performance before making an appointment.

Relationship to Existing Law

Qualification standards supplement existing state employment practices while recognizing the specialized expertise necessary for Arctic transportation management.

Implementation Considerations

Future recruitment should emphasize demonstrated leadership, collaboration, financial stewardship, and experience managing large public infrastructure organizations.

Section 3. Duties

Purpose

Section 3 defines the Executive Director's operational responsibilities and establishes the administrative authority necessary to carry out the mission of DDIMA.

Summary

The Executive Director administers all Authority operations, supervises personnel, prepares budgets, develops strategic plans and maintenance programs, administers contracts, coordinates with governmental partners, pursues funding opportunities, implements Board policies,

maintains official records, submits annual reports, and performs additional duties assigned by the Board.

Legislative Intent

The Legislature intends the Executive Director to function as the Authority's chief operating officer by integrating engineering, maintenance, planning, budgeting, finance, grants, and stakeholder coordination into a unified administrative program.

Administrative Impact

This section assigns day-to-day responsibility for implementation of Board policy while establishing clear administrative accountability for organizational performance.

Relationship to Existing Law

These duties complement existing DOT&PF administrative functions without transferring statutory authority from the Department.

Implementation Considerations

Performance evaluations should measure implementation of strategic plans, financial management, infrastructure performance, grant success, and organizational effectiveness.

Section 4. Administrative Staff

Purpose

Section 4 authorizes the Executive Director to employ professional and administrative personnel necessary to support the Authority's responsibilities.

Summary

The Executive Director may employ engineers, maintenance managers, financial officers, asset management specialists, environmental specialists, procurement officers, legal counsel, public information officers, research personnel, and other administrative staff necessary to fulfill the Authority's mission. Employment must comply with applicable state personnel laws.

Legislative Intent

The Legislature recognizes that effective corridor management requires multidisciplinary expertise and intends DDIMA to maintain a professional workforce capable of supporting long-term infrastructure stewardship.

Administrative Impact

The Authority will establish staffing plans, organizational structures, job classifications, and personnel policies consistent with state employment requirements.

Relationship to Existing Law

Employment practices remain subject to applicable Alaska personnel statutes and regulations.

Implementation Considerations

Staffing should evolve with operational needs while emphasizing technical expertise, succession planning, and professional development.

Section 5. Professional Services

Purpose

Section 5 authorizes DDIMA to obtain specialized professional services that may not be available through permanent staff.

Summary

The Authority may retain engineering firms, legal counsel, financial advisors, auditors, environmental consultants, scientific researchers, construction managers, information technology specialists, and other professional consultants through applicable procurement procedures.

Legislative Intent

The Legislature intends DDIMA to access specialized expertise whenever necessary while maintaining transparency, competition, and fiscal accountability.

Administrative Impact

Professional service contracts will support engineering design, environmental compliance, financial management, legal representation, information technology, and research.

Relationship to Existing Law

All professional services must comply with Alaska procurement statutes and applicable contracting requirements.

Implementation Considerations

Consultant selection should emphasize qualifications, technical expertise, cost effectiveness, and demonstrated experience in Arctic transportation systems.

Section 6. Annual Budget

Purpose

Section 6 establishes the Executive Director's responsibility for preparing the Authority's annual operating and capital budgets.

Summary

The Executive Director shall prepare annual operating and capital improvement budgets that include operating costs, maintenance expenditures, capital improvements, equipment replacement, personnel costs, administrative expenses, debt obligations, reserve funds, and anticipated revenues before submission to the Board, Governor, and Legislature as required by law.

Legislative Intent

The Legislature intends annual budgeting to provide transparency, fiscal discipline, and long-term financial planning while aligning expenditures with statutory priorities.

Administrative Impact

Budget preparation becomes a recurring annual responsibility requiring coordination among finance, engineering, maintenance, and planning staff.

Relationship to Existing Law

Budget development remains subject to Alaska budget statutes and legislative appropriation authority.

Implementation Considerations

Budgets should incorporate long-term capital forecasting, lifecycle asset management, reserve policies, and performance-based budgeting.

Section 7. Strategic Planning

Purpose

Section 7 requires comprehensive long-range planning that guides all major investment decisions affecting the Dalton District.

Summary

The Executive Director shall prepare and periodically update the Dalton District Master Plan, Capital Improvement Program, Maintenance Management Plan, Asset Management Plan, Climate Resilience Strategy, and Emergency Operations Plan. These documents collectively establish the Authority's long-term planning framework.

Legislative Intent

The Legislature intends infrastructure decisions to be guided by coordinated planning rather than reactive maintenance. Strategic planning is intended to improve resilience, fiscal stewardship, and long-term transportation reliability.

Administrative Impact

Preparation of these plans will require continuous coordination with DOT&PF, federal agencies, industry stakeholders, local governments, and Alaska Native organizations.

Relationship to Existing Law

These planning requirements complement Alaska's statewide transportation planning framework and applicable federal planning requirements.

Implementation Considerations

Each planning document should be updated on a recurring schedule and integrated with the Authority's annual budgeting and performance reporting processes.

Section 8. Delegation

Purpose

Section 8 authorizes the Executive Director to delegate administrative responsibilities while preserving executive accountability.

Summary

The Executive Director may delegate duties to qualified employees but remains responsible for all actions taken under delegated authority.

Legislative Intent

The Legislature recognizes that effective management requires delegation while ensuring that ultimate responsibility remains with the Executive Director.

Administrative Impact

Internal delegations should be documented, regularly reviewed, and supported by written administrative procedures.

Relationship to Existing Law

Delegation authority is consistent with standard executive management practices throughout Alaska state government.

Implementation Considerations

Delegations should clearly identify approval authorities, financial limits, reporting requirements, and accountability measures.

Section 9. Fiduciary Responsibility

Purpose

Section 9 establishes the fiduciary responsibilities of the Executive Director, officers, and employees of DDIMA to safeguard public assets and maintain the long-term integrity of the Dalton District.

Summary

The Executive Director, officers, and employees owe a fiduciary duty to the State of Alaska and are required to protect public assets, exercise prudent financial management, promote efficient operations, avoid conflicts of interest, preserve the long-term integrity of the Dalton District, and faithfully carry out the Authority's statutory mission.

Legislative Intent

The Legislature intends all Authority personnel to act as stewards of public infrastructure and public resources. This fiduciary obligation extends beyond legal compliance by requiring decisions that prioritize long-term public benefit over individual, political, or organizational interests.

Administrative Impact

The Authority should establish internal ethics policies, financial controls, employee training, conflict-of-interest procedures, and accountability measures that reinforce fiduciary responsibilities.

Relationship to Existing Law

This section complements the Alaska Executive Branch Ethics Act, state financial management requirements, public records laws, and other applicable statutes governing public employees and fiduciaries.

Implementation Considerations

DDIMA should require annual ethics training, conflict-of-interest disclosures where appropriate, internal financial controls, and regular performance reviews to ensure fiduciary obligations are consistently upheld. This section establishes the ethical and professional standard expected of every employee entrusted with managing Alaska's strategic transportation infrastructure.

ARTICLE VI — GENERAL POWERS AND AUTHORITY

Section 1. General Authority

Purpose

Section 1 establishes the general legal authority of DDIMA to carry out the responsibilities assigned under this Act. It serves as the foundational grant of authority from which the more specific powers described in subsequent sections are derived. This provision recognizes that effective management of the Dalton District requires sufficient administrative flexibility to respond to changing transportation, infrastructure, and operational needs.

Summary

This section authorizes DDIMA to exercise all powers reasonably necessary to implement the provisions of this chapter, provided those powers are exercised in accordance with Alaska law and the policies established by the Board of Directors.

Legislative Intent

The Legislature intends to provide DDIMA with broad administrative authority while ensuring that all actions remain consistent with the public purposes established throughout this Act. The Authority is intended to function as a proactive infrastructure management organization rather than a reactive maintenance agency.

Administrative Impact

The Board and Executive Director may establish policies, procedures, and administrative practices necessary to carry out the Authority's statutory mission.

Relationship to Existing Law

This section supplements the statutory authority of DOT&PF and does not diminish the Commissioner's authority over the statewide transportation system.

Implementation Considerations

Administrative procedures should clearly distinguish between powers exercised independently by DDIMA and those requiring coordination or approval by DOT&PF.

Section 2. Corporate Powers

Purpose

Section 2 clarifies that the corporate powers necessary for DDIMA to conduct its affairs are established in Article III, Section 6, and confirms how those powers are exercised in furtherance of this Article's transportation, planning, financial, and contracting authority.

Summary

This section does not independently grant corporate powers. Instead, it confirms that the powers established in Article III, Section 6—including entering contracts, accepting grants, and acquiring property—are exercised in furtherance of the transportation, planning, financial, and contract authority granted throughout this Article, subject to the limitations in Section 8.

Legislative Intent

The Legislature intends DDIMA to possess sufficient legal capacity to efficiently administer transportation programs without requiring separate legislative authorization for routine governmental activities.

Administrative Impact

Administrative policies will be required governing procurement, recordkeeping, financial transactions, and legal review.

Relationship to Existing Law

These powers remain subject to Alaska procurement statutes, public records laws, fiscal controls, and other applicable state requirements.

Implementation Considerations

The Board should adopt internal policies establishing approval thresholds and delegated authorities for exercising these powers.

Section 3. Transportation Powers

Purpose

Section 3 authorizes DDIMA to undertake transportation-related activities necessary to preserve and improve the Dalton District.

Summary

The Authority may coordinate transportation planning, maintenance, construction, operations, traffic management, freight mobility, emergency response coordination, infrastructure preservation, and other transportation-related initiatives within its jurisdiction.

Legislative Intent

The Legislature recognizes the Dalton District as a transportation corridor of statewide and national significance and intends DDIMA to coordinate transportation improvements that enhance safety, reliability, economic development, and national security.

Administrative Impact

The Authority will coordinate transportation activities with DOT&PF, federal agencies, industry partners, emergency responders, and other governmental entities.

Relationship to Existing Law

Transportation authority complements DOT&PF operational responsibilities and shall be exercised consistent with existing transportation statutes and regulations.

Implementation Considerations

Transportation priorities should be guided by the Corridor Management Plan, Future Demand Assessment, and Rolling Ten-Year Infrastructure Investment Plan.

Section 4. Planning Authority

Purpose

Section 4 authorizes DDIMA to prepare and maintain comprehensive transportation and infrastructure planning documents.

Summary

The Authority may develop strategic plans, master plans, capital improvement programs, maintenance strategies, asset management plans, climate resilience plans, emergency operations plans, and other planning documents necessary to support long-term corridor management.

Legislative Intent

The Legislature intends transportation decisions to be based upon comprehensive planning supported by engineering analysis, asset condition data, projected demand, and fiscal sustainability.

Administrative Impact

Planning activities will require continuous coordination with DOT&PF, federal agencies, Alaska Native organizations, municipalities, industry representatives, and the public.

Relationship to Existing Law

Planning authority complements statewide transportation planning requirements and applicable federal planning regulations.

Implementation Considerations

Planning documents should be updated periodically and integrated into annual budgeting and legislative reporting.

Section 5. Financial Authority

Purpose

Section 5 establishes DDIMA's authority to administer financial resources dedicated to the Dalton District.

Summary

The Authority may prepare budgets, administer appropriated funds, receive grants, manage dedicated accounts established by law, administer federal funding, and oversee financial reporting consistent with applicable state requirements.

Legislative Intent

The Legislature intends DDIMA to improve long-term financial stewardship while increasing Alaska's ability to compete for discretionary federal transportation funding and other infrastructure investment opportunities.

Administrative Impact

Financial procedures must comply with state accounting standards, audit requirements, legislative appropriations, and internal financial controls.

Relationship to Existing Law

Financial authority remains subject to Alaska budget statutes, legislative appropriations, Department of Administration accounting procedures, and Department of Revenue financial oversight where applicable.

Implementation Considerations

Annual independent audits, multi-year financial forecasts, and reserve policies should support responsible fiscal management.

Section 6. Contract Authority

Purpose

Section 6 authorizes DDIMA to enter into contracts necessary to fulfill its statutory responsibilities.

Summary

The Authority may negotiate and administer contracts for professional services, engineering, construction, maintenance, information technology, research, equipment, and other governmental services consistent with Alaska procurement law.

Legislative Intent

The Legislature intends DDIMA to efficiently obtain specialized expertise and services while maintaining transparency, competition, and fiscal accountability.

Administrative Impact

Contract administration procedures, procurement policies, and performance monitoring systems must be established.

Relationship to Existing Law

All contracts remain subject to Alaska procurement statutes, competitive bidding requirements, and applicable contracting regulations.

Implementation Considerations

Contract evaluations should emphasize qualifications, technical capability, cost effectiveness, and long-term public value.

Section 7. Grant Authority

Purpose

Section 7 authorizes DDIMA to pursue, receive, administer, and manage grants supporting transportation infrastructure and corridor development.

Summary

The Authority may apply for and administer federal, state, local, tribal, and private grants that further the purposes of this Act.

Legislative Intent

The Legislature intends DDIMA to maximize external funding opportunities while reducing reliance on traditional state transportation appropriations whenever practical.

Administrative Impact

Grant administration will require compliance monitoring, financial reporting, performance measurement, and coordination with granting agencies.

Relationship to Existing Law

Grant administration shall comply with applicable federal grant requirements and Alaska financial management statutes.

Implementation Considerations

The Authority should maintain a dedicated grant management program to identify funding opportunities and ensure compliance with award conditions.

Section 8. Cooperative Agreements

Purpose

Section 8 authorizes DDIMA to enter into cooperative agreements with governmental entities and other organizations.

Summary

The Authority may execute memoranda of understanding, intergovernmental agreements, cooperative operating agreements, and other collaborative arrangements supporting

transportation planning, maintenance, emergency response, research, and infrastructure development.

Legislative Intent

The Legislature recognizes that successful management of the Dalton District requires collaboration among multiple governmental jurisdictions and private stakeholders.

Administrative Impact

The Executive Director will negotiate and administer cooperative agreements approved by the Board where required.

Relationship to Existing Law

Cooperative agreements supplement existing statutory authority for intergovernmental cooperation and do not alter jurisdictional responsibilities established elsewhere in Alaska law.

Implementation Considerations

Agreements should clearly define responsibilities, funding obligations, reporting requirements, and performance expectations.

Section 9. Rulemaking Authority

Purpose

Section 9 authorizes DDIMA to recommend or adopt administrative regulations where authorized by law to implement the provisions of this Act.

Summary

The Authority may develop policies, administrative procedures, and regulations necessary to administer its statutory responsibilities in accordance with Alaska's Administrative Procedure Act and any applicable oversight requirements.

Legislative Intent

The Legislature intends DDIMA to possess sufficient administrative flexibility to implement evolving transportation policies while preserving legislative oversight and public participation.

Administrative Impact

Administrative rulemaking procedures, public notice requirements, and legal review processes must be established before regulations are adopted.

Relationship to Existing Law

Any regulations adopted under this section must comply with the Alaska Administrative Procedure Act and other applicable statutes governing state agencies.

Implementation Considerations

Rulemaking should be limited to matters necessary for efficient administration and should include meaningful opportunities for stakeholder and public participation.

Section 10. Additional Powers

Purpose

Section 10 serves as a residual grant of authority, allowing DDIMA to undertake additional lawful actions reasonably necessary to fulfill the purposes of this Act when not specifically addressed elsewhere.

Summary

The Authority may exercise incidental powers necessary to implement this chapter, provided those actions are consistent with state law, legislative intent, and the Authority's statutory mission.

Legislative Intent

The Legislature recognizes that future transportation challenges, technological developments, and infrastructure needs cannot be fully anticipated. This section provides the flexibility necessary to respond effectively while maintaining accountability to the Governor, Legislature, and the public.

Administrative Impact

The Board should periodically review the exercise of these residual powers to ensure they remain aligned with the Authority's mission and statutory authority.

Relationship to Existing Law

This provision does not expand DDIMA's jurisdiction beyond that granted elsewhere in the Act and shall not be interpreted to diminish the statutory authority of DOT&PF or other state agencies.

Implementation Considerations

The Authority should document the legal basis for any action taken under this section and incorporate significant uses of these additional powers into its annual report to ensure transparency and legislative oversight.

ARTICLE VII — DUTIES AND RESPONSIBILITIES OF THE AUTHORITY

Section 1. General Duties

Purpose

Section 1 establishes the overarching responsibilities of DDIMA and serves as the operational mission statement for the Authority. It defines the continuing obligations that guide all planning, maintenance, financial management, and policy decisions throughout the Dalton District.

Summary

This section requires DDIMA to preserve, maintain, improve, operate, and strategically manage the Dalton District while carrying out all responsibilities assigned under this Act. These duties include long-range planning, coordination, financial stewardship, infrastructure preservation, and public accountability.

Legislative Intent

The Legislature intends DDIMA to function as a permanent infrastructure stewardship organization focused on proactive management rather than reactive maintenance. The Authority is expected to promote long-term reliability, economic development, public safety, and responsible stewardship of public resources.

Administrative Impact

The Executive Director and staff will organize annual work programs, budgets, maintenance priorities, and strategic initiatives consistent with these statutory responsibilities.

Relationship to Existing Law

These duties complement DOT&PF's statutory transportation responsibilities while establishing DDIMA's specialized role within the Dalton District.

Implementation Considerations

All Authority programs should be evaluated against these general duties to ensure that operational activities remain aligned with legislative intent.

Section 2. Maintenance Responsibilities

Purpose

Section 2 establishes DDIMA's responsibility to coordinate and oversee long-term maintenance of transportation infrastructure throughout the Dalton District.

Summary

The Authority shall develop maintenance priorities, coordinate preservation activities, monitor infrastructure condition, support emergency maintenance operations, and promote lifecycle asset management.

Legislative Intent

The Legislature intends maintenance to emphasize preventive preservation rather than deferred maintenance and emergency repairs. Proper maintenance protects public investments while improving reliability and reducing long-term costs.

Administrative Impact

DDIMA will coordinate maintenance planning with DOT&PF maintenance stations, engineering staff, contractors, and emergency response organizations.

Relationship to Existing Law

Maintenance responsibilities complement existing DOT&PF maintenance authority without transferring operational ownership of state highways.

Implementation Considerations

Maintenance priorities should be based upon engineering assessments, asset condition ratings, traffic demands, climate impacts, and lifecycle cost analysis.

Section 3. Infrastructure Planning

Purpose

Section 3 requires DDIMA to develop comprehensive long-range infrastructure plans supporting the future needs of the Dalton District.

Summary

The Authority shall prepare infrastructure investment plans, corridor development strategies, capital improvement priorities, and future transportation demand assessments.

Legislative Intent

The Legislature intends planning decisions to anticipate future freight movement, resource development, military readiness, Arctic transportation needs, and changing environmental conditions.

Administrative Impact

Planning responsibilities require ongoing coordination with federal agencies, local governments, Alaska Native organizations, industry stakeholders, and DOT&PF.

Relationship to Existing Law

Planning activities complement statewide transportation planning requirements and applicable federal transportation planning regulations.

Implementation Considerations

Infrastructure plans should be updated regularly and coordinated with capital budgeting and legislative reporting.

Section 4. Asset Management

Purpose

Section 4 establishes DDIMA’s responsibility for comprehensive lifecycle management of transportation assets.

Summary

The Authority shall maintain inventories of transportation assets, evaluate infrastructure condition, establish maintenance priorities, monitor asset performance, and recommend capital reinvestment strategies.

Legislative Intent

The Legislature intends infrastructure decisions to be supported by objective asset condition data and lifecycle cost analysis, maximizing the useful life of public infrastructure.

Administrative Impact

Implementation requires development of asset inventories, inspection programs, condition assessments, and performance databases.

Relationship to Existing Law

Asset management responsibilities support Alaska’s transportation management objectives and applicable federal asset management requirements.

Implementation Considerations

Asset management systems should integrate with existing DOT&PF databases and national best practices.

Section 5. Public Safety

Purpose

Section 5 establishes public safety as a fundamental responsibility of DDIMA.

Summary

The Authority shall support transportation safety initiatives, emergency preparedness, hazard mitigation, incident coordination, traveler information systems, and infrastructure improvements that enhance public safety throughout the Dalton District.

Legislative Intent

The Legislature recognizes the Dalton District’s unique environmental conditions and intends public safety to remain a primary consideration in all Authority decisions.

Administrative Impact

DDIMA will coordinate safety planning with DOT&PF, the Department of Public Safety, emergency responders, industry partners, and local communities.

Relationship to Existing Law

Safety responsibilities complement existing emergency management and transportation safety statutes.

Implementation Considerations

Safety performance measures should be incorporated into annual reporting and strategic planning.

Section 6. Research and Innovation

Purpose

Section 6 authorizes DDIMA to promote research, technology, and innovation supporting transportation infrastructure.

Summary

The Authority may conduct research, evaluate emerging technologies, support pilot projects, collect operational data, and collaborate with educational institutions and research organizations.

Legislative Intent

The Legislature intends DDIMA to become a center of excellence for Arctic transportation innovation and infrastructure resilience.

Administrative Impact

Research partnerships may involve universities, federal laboratories, industry organizations, and transportation agencies.

Relationship to Existing Law

Research activities supplement existing transportation programs and remain subject to applicable procurement and grant requirements.

Implementation Considerations

Research priorities should focus on Arctic engineering, climate resilience, freight mobility, intelligent transportation systems, and infrastructure durability.

Section 7. Environmental Stewardship

Purpose

Section 7 establishes DDIMA’s responsibility to protect environmental resources while maintaining transportation infrastructure.

Summary

The Authority shall consider environmental protection, sustainability, habitat conservation, regulatory compliance, and responsible resource management during planning, construction, maintenance, and operations.

Legislative Intent

The Legislature intends transportation improvements to be compatible with responsible environmental stewardship and sustainable infrastructure management.

Administrative Impact

Environmental compliance will require coordination with state and federal regulatory agencies during project planning and implementation.

Relationship to Existing Law

This section complements existing environmental permitting requirements and state and federal environmental laws.

Implementation Considerations

Environmental planning should be integrated into every stage of project development and infrastructure management.

Section 8. Coordination

Purpose

Section 8 requires DDIMA to coordinate its activities with governmental agencies and stakeholders.

Summary

The Authority shall maintain ongoing coordination with DOT&PF, state agencies, federal agencies, Alaska Native organizations, municipalities, industry partners, emergency responders, and the public.

Legislative Intent

The Legislature recognizes that effective corridor management requires continuous communication among all entities with responsibilities affecting the Dalton District.

Administrative Impact

The Executive Director will establish interagency working groups, cooperative agreements, and stakeholder engagement processes.

Relationship to Existing Law

Coordination responsibilities supplement existing intergovernmental cooperation statutes.

Implementation Considerations

Regular stakeholder meetings should become a permanent component of the Authority's governance structure.

Section 9. Performance Standards

Purpose

Section 9 requires DDIMA to establish measurable performance standards for evaluating organizational effectiveness.

Summary

The Authority shall develop performance measures relating to infrastructure condition, maintenance effectiveness, financial management, safety, project delivery, and customer service.

Legislative Intent

The Legislature intends DDIMA to operate under measurable performance expectations that support transparency, accountability, and continuous improvement.

Administrative Impact

Performance reporting will become an annual responsibility supporting legislative oversight and public accountability.

Relationship to Existing Law

Performance standards complement existing state performance management initiatives and federal transportation performance requirements.

Implementation Considerations

Performance measures should be reviewed periodically and updated as transportation priorities evolve.

Section 10. Public Interest

Purpose

Section 10 establishes that all Authority actions shall be guided by the public interest.

Summary

DDIMA shall exercise its powers and perform its duties in a manner that promotes the long-term interests of the State of Alaska, protects public infrastructure, encourages responsible economic development, supports transportation reliability, and preserves public trust.

Legislative Intent

The Legislature intends every decision of the Authority to prioritize the long-term welfare of Alaska over short-term political or private interests. The Dalton District is recognized as a transportation corridor of statewide and national strategic importance, and its management should reflect that responsibility.

Administrative Impact

Board policies, strategic plans, budgets, contracts, and operational decisions should consistently demonstrate how they advance the public interest established by this Act.

Relationship to Existing Law

This section reinforces the fiduciary and ethical obligations imposed elsewhere in the Act and complements existing Alaska laws governing public officials and state agencies.

Implementation Considerations

The Board should periodically review its policies and performance measures to ensure that Authority actions continue to reflect legislative intent and the long-term public interest. Decisions should be documented in a manner that demonstrates transparency, accountability, and stewardship of Alaska's transportation infrastructure.

ARTICLE VIII — FINANCIAL MANAGEMENT

Section 1. Financial Management Authority

Purpose

Section 1 establishes DDIMA’s authority and responsibility to administer the financial resources entrusted to it under this Act. It provides the legal framework for sound fiscal management by requiring transparent budgeting, accounting, auditing, and financial oversight consistent with Alaska law.

Summary

This section authorizes the Authority to administer financial resources, establish internal financial policies, maintain accounting systems, oversee expenditures, and ensure that all financial activities are conducted in accordance with applicable state law and accepted governmental accounting principles.

Legislative Intent

The Legislature intends financial management to be one of DDIMA’s core responsibilities. Effective stewardship of the Dalton District requires disciplined budgeting, transparent accounting, prudent investment, and responsible oversight of public funds. The Authority is expected to make financial decisions that support long-term infrastructure preservation rather than short-term operational convenience.

Administrative Impact

The Authority must establish financial management procedures, internal accounting systems, expenditure controls, and administrative policies governing fiscal operations.

Relationship to Existing Law

This section complements Alaska statutes governing state budgeting, accounting, appropriations, procurement, and public finance.

Implementation Considerations

The Board should periodically review financial policies to ensure compliance with evolving accounting standards, state financial regulations, and best practices in governmental financial management.

Section 2. Dalton District Infrastructure Fund

Purpose

Section 2 establishes the Dalton District Infrastructure Fund as the principal financial repository supporting implementation of this Act.

Summary

The section creates the Fund, identifies its authorized purposes, establishes administrative responsibility, and provides that funds remain dedicated to the Dalton District unless otherwise provided by law.

Legislative Intent

The Legislature intends the Fund to provide long-term financial stability for transportation infrastructure within the Dalton District. Establishing a dedicated fund promotes predictable investment, protects transportation revenues from unrelated uses, and supports long-term planning.

Administrative Impact

The Authority must administer the Fund, maintain financial records, monitor fund balances, and ensure expenditures remain consistent with statutory purposes.

Relationship to Existing Law

The Fund operates within Alaska's existing treasury and appropriation framework and remains subject to legislative oversight.

Implementation Considerations

Financial policies should ensure the Fund remains financially sustainable and capable of supporting future infrastructure needs.

Section 3. Dalton District Infrastructure Fund Accounts

Purpose

Section 3 establishes the individual accounts comprising the Dalton District Infrastructure Fund to ensure revenues are organized according to their intended purposes.

Summary

The Fund consists of separate accounts dedicated to specific financial purposes, allowing revenues and expenditures to be tracked independently while supporting coordinated financial management.

Legislative Intent

The Legislature intends separate accounts to improve transparency, facilitate financial reporting, simplify auditing, and ensure that dedicated revenues are used for their intended statutory purposes.

Administrative Impact

The Authority must maintain separate accounting records for each account while preparing consolidated financial reports.

Relationship to Existing Law

Separate fund accounting is consistent with governmental accounting principles and Alaska public finance practices.

Implementation Considerations

Accounting software and financial procedures should clearly identify revenues, expenditures, transfers, and balances for each account.

Section 4. Transfers Between Accounts

Purpose

Section 4 authorizes transfers among Fund accounts when necessary to support efficient financial administration while preserving legislative intent.

Summary

The Authority may transfer funds between authorized accounts under conditions established by this chapter and Board policy.

Legislative Intent

The Legislature intends limited flexibility to address changing operational priorities without undermining the integrity of dedicated funding sources.

Administrative Impact

Transfers require documentation, financial review, and Board approval where appropriate.

Relationship to Existing Law

Transfers remain subject to applicable appropriations law and state accounting requirements.

Implementation Considerations

Transfer policies should include documentation standards, approval thresholds, and public reporting requirements.

Section 5. Budget Administration

Purpose

Section 5 establishes the annual budget development and administration process governing all Authority financial activities.

Summary

The Authority shall prepare annual operating and capital budgets, forecast revenues and expenditures, establish reserve requirements, and submit approved budgets in accordance with applicable law.

Legislative Intent

The Legislature intends budgeting to emphasize long-term financial planning rather than year-to-year reactive spending. Budget decisions should support lifecycle asset management and strategic investment priorities.

Administrative Impact

Annual budget preparation becomes a recurring responsibility of the Executive Director, finance staff, and Board.

Relationship to Existing Law

Budget preparation remains subject to Alaska's appropriations process and applicable state budget statutes.

Implementation Considerations

Budget development should incorporate infrastructure condition assessments, anticipated transportation demand, and long-term capital planning.

Section 6. Investment of Funds

Purpose

Section 6 establishes procedures governing investment of unused Fund balances.

Summary

Fund balances may be invested in accordance with Alaska investment policies, with earnings retained for authorized purposes of the Fund.

Legislative Intent

The Legislature intends public funds to remain secure while generating reasonable investment income that supports future transportation infrastructure needs.

Administrative Impact

The Authority will coordinate investment activities with the Department of Revenue and monitor investment performance.

Relationship to Existing Law

Investment activities remain subject to Alaska statutes governing state investments and treasury operations.

Implementation Considerations

Investment strategies should prioritize preservation of principal, liquidity, and prudent risk management.

Section 7. Financial Controls

Purpose

Section 7 establishes internal financial controls protecting public resources from misuse, waste, fraud, and error.

Summary

The Authority shall implement policies governing expenditure approvals, procurement, accounting controls, cash management, asset inventories, segregation of duties, fraud prevention, and financial oversight.

Legislative Intent

The Legislature intends DDIMA to maintain financial management practices comparable to those employed by major public infrastructure organizations and state agencies.

Administrative Impact

Written financial procedures, internal reviews, and employee training will be required.

Relationship to Existing Law

Financial controls complement Alaska accounting standards, procurement statutes, and state internal control requirements.

Implementation Considerations

Internal controls should be reviewed periodically and updated as financial systems evolve.

Section 8. Accounting and Audits

Purpose

Section 8 establishes accounting standards and independent audit requirements.

Summary

The Authority shall maintain complete financial records, prepare financial statements using generally accepted governmental accounting principles, and undergo recurring independent financial audits and legislative reviews.

Legislative Intent

The Legislature intends independent auditing to strengthen public confidence, verify financial integrity, and promote accountability.

Administrative Impact

Accounting personnel must maintain complete records and coordinate annual audit activities.

Relationship to Existing Law

This section complements Alaska statutes governing public accounting, independent audits, and legislative oversight.

Implementation Considerations

Audit recommendations should be formally reviewed by the Board and incorporated into future financial management improvements.

Section 9. Financial Reporting

Purpose

Section 9 requires recurring public reporting regarding the Authority's financial condition.

Summary

The Authority shall prepare annual financial reports describing revenues, expenditures, assets, liabilities, investments, fund balances, budget performance, and financial outlook.

Legislative Intent

The Legislature intends policymakers and the public to receive timely, accurate, and transparent information regarding DDIMA's financial performance and stewardship of public resources.

Administrative Impact

Preparation of standardized annual financial reports becomes an ongoing administrative responsibility.

Relationship to Existing Law

Financial reporting complements existing state reporting requirements and governmental accounting standards.

Implementation Considerations

Reports should be made publicly available and integrated with the Authority's annual performance report to provide a comprehensive assessment of financial and operational performance.

Section 10. Fiscal Responsibility

Purpose

Section 10 establishes the guiding fiscal principles governing every financial decision made by DDIMA.

Summary

The Board, Executive Director, officers, and employees shall administer public funds with honesty, prudence, accountability, transparency, and long-term stewardship while protecting the financial integrity of the Dalton District Infrastructure Fund.

Legislative Intent

The Legislature intends fiscal responsibility to be a fundamental obligation of every individual exercising financial authority under this Act. Public resources are to be managed with the same degree of care expected of fiduciaries entrusted with assets of significant public value. Financial decisions should prioritize preservation of infrastructure, long-term sustainability, and the efficient use of taxpayer resources.

Administrative Impact

All budgets, expenditures, investments, contracts, and financial policies must be evaluated against these statutory principles. The Board should periodically review fiscal performance and ensure corrective action is taken when necessary.

Relationship to Existing Law

This section reinforces fiduciary obligations established elsewhere in the Act and complements Alaska laws governing public finance, appropriations, ethics, auditing, and financial accountability.

Implementation Considerations

The Board should annually review its fiscal policies, reserve targets, investment strategies, and long-range financial forecasts to ensure the Authority remains financially sustainable while continuing to fulfill its statutory mission. This section serves as the overarching standard by which the Authority's financial stewardship should be measured.

ARTICLE IX — REVENUE SOURCES

Section 1. Revenue Policy

Purpose

Section 1 establishes the financial philosophy governing the Authority’s revenue system. It directs DDIMA to pursue stable, diversified, and sustainable revenue sources that support the long-term preservation, operation, maintenance, and improvement of the Dalton District while protecting the public interest.

Summary

This section establishes the Authority’s revenue policy by requiring revenues to be generated, managed, and expended in a manner consistent with legislative appropriations, fiscal responsibility, and the purposes of this Act.

Legislative Intent

The Legislature recognizes that Alaska’s most strategically important transportation corridor requires a stable and predictable funding structure that extends beyond traditional annual appropriations. Revenue policy should emphasize long-term sustainability, diversification of funding sources, and fiscal resilience while minimizing unnecessary burdens on corridor users.

Administrative Impact

The Authority shall develop revenue forecasts, evaluate funding opportunities, and recommend revenue strategies that support long-range infrastructure investment and financial stability.

Relationship to Existing Law

This section complements Alaska’s budget and appropriations process while authorizing DDIMA to pursue additional lawful revenue sources established elsewhere in this chapter.

Implementation Considerations

Revenue policy should be reviewed periodically to reflect changing economic conditions, infrastructure needs, federal funding opportunities, and transportation demand.

Section 2. Authorized Revenue Sources

Purpose

Section 2 identifies the categories of revenue that may be received and administered by DDIMA.

Summary

Authorized revenue sources include legislative appropriations, federal assistance, grants, user fees authorized by law, partnership revenues, investment earnings, gifts, donations, and any additional revenues authorized by statute.

Legislative Intent

The Legislature intends DDIMA to develop a diversified revenue portfolio that reduces dependence upon any single funding source while maintaining transparency and legislative oversight.

Administrative Impact

The Authority shall establish accounting procedures for each revenue category and ensure that all revenues are deposited and expended in accordance with Article VIII.

Relationship to Existing Law

Acceptance and expenditure of revenues remain subject to Alaska fiscal statutes, appropriations law, and applicable federal requirements.

Implementation Considerations

Revenue sources should be evaluated regularly to ensure long-term financial sustainability and compatibility with the Authority’s mission.

Section 3. User Fees

Purpose

Section 3 authorizes the collection of user fees where specifically authorized by law to support transportation infrastructure and services.

Summary

The Authority may recommend or administer user fees established by statute or regulation to support maintenance, operations, and capital improvements within the Dalton District.

Legislative Intent

The Legislature intends user fees to supplement—not replace—traditional transportation funding. Any fees should be equitable, transparent, and directly related to the public benefits provided by the Authority.

Administrative Impact

The Authority shall establish procedures for fee collection, accounting, auditing, and public reporting where applicable.

Relationship to Existing Law

User fees remain subject to legislative authorization and applicable constitutional and statutory requirements governing public fees.

Implementation Considerations

Before implementing new fees, DDIMA should evaluate economic impacts, freight mobility, industry competitiveness, and public input.

Section 4. Public-Private Partnership Revenues

Purpose

Section 4 authorizes DDIMA to receive revenues generated through approved public-private partnership agreements.

Summary

Revenue generated through authorized partnership agreements may be deposited into the Dalton District Infrastructure Fund and used for purposes consistent with this Act.

Legislative Intent

The Legislature intends partnerships to leverage private investment while preserving public ownership, governmental oversight, and accountability.

Administrative Impact

The Authority must negotiate partnership agreements, monitor financial performance, and ensure compliance with contractual obligations.

Relationship to Existing Law

Partnership revenues remain subject to Alaska procurement statutes, contract law, and legislative appropriations where applicable.

Implementation Considerations

Revenue-sharing agreements should be structured to maximize long-term public benefit while minimizing financial risk.

Section 5. Federal Funding

Purpose

Section 5 authorizes DDIMA to pursue and administer federal financial assistance.

Summary

The Authority may apply for, receive, administer, and manage federal grants, cooperative agreements, appropriations, loans, and other assistance programs supporting transportation infrastructure.

Legislative Intent

The Legislature intends DDIMA to maximize Alaska's competitiveness for federal transportation funding by maintaining a dedicated organization focused on grant development, project readiness, and compliance.

Administrative Impact

Grant administration requires financial reporting, compliance monitoring, project management, and coordination with federal agencies.

Relationship to Existing Law

Federal funding activities remain subject to applicable federal grant requirements and Alaska financial management statutes.

Implementation Considerations

The Authority should maintain a comprehensive grant strategy identifying recurring and emerging federal funding opportunities.

Section 6. Strategic Infrastructure Partnerships

Purpose

Section 6 authorizes revenue generated through agreements with strategic infrastructure partners.

Summary

The Authority may receive financial contributions or cost-sharing revenues from agreements with public agencies, military organizations, utilities, resource developers, research institutions, and other authorized partners.

Legislative Intent

The Legislature recognizes that many users benefit from the Dalton District and intends cost-sharing opportunities to reduce the financial burden on the State while preserving public ownership.

Administrative Impact

The Authority shall negotiate partnership agreements, monitor financial obligations, and ensure revenues are deposited into appropriate accounts.

Relationship to Existing Law

Partnership agreements remain subject to applicable procurement, ethics, and financial management requirements.

Implementation Considerations

Partnerships should emphasize mutual benefit, transparency, and long-term infrastructure preservation.

Section 7. Acceptance of Gifts and Donations

Purpose

Section 7 authorizes DDIMA to receive voluntary gifts, donations, and contributions supporting its public mission.

Summary

The Authority may accept money, property, equipment, services, or other lawful donations provided acceptance does not compromise the Authority's independence or create conflicts of interest.

Legislative Intent

The Legislature intends voluntary contributions to supplement public funding while ensuring that governmental decision-making remains impartial and independent.

Administrative Impact

The Authority shall establish procedures for evaluating, accepting, recording, and publicly reporting gifts and donations.

Relationship to Existing Law

Acceptance of donations remains subject to Alaska ethics statutes and applicable financial reporting requirements.

Implementation Considerations

Policies should prohibit acceptance of contributions that create actual or perceived conflicts of interest.

Section 8. Revenue Diversification

Purpose

Section 8 requires DDIMA to maintain a diversified portfolio of revenue sources.

Summary

The Authority shall periodically evaluate existing revenues and pursue additional lawful funding opportunities to reduce dependence on any single revenue source.

Legislative Intent

The Legislature intends financial resilience to be achieved through diversification rather than reliance upon one funding mechanism or annual appropriations alone.

Administrative Impact

Revenue forecasts and long-term financial planning will become recurring administrative responsibilities.

Relationship to Existing Law

Diversification strategies remain subject to legislative authorization and existing financial statutes.

Implementation Considerations

The Board should periodically review revenue concentration risks and develop contingency funding strategies.

Section 9. Legislative Authority

Purpose

Section 9 reaffirms that ultimate authority over taxation, appropriations, and creation of new revenue sources remains with the Alaska State Legislature.

Summary

Nothing in this chapter authorizes DDIMA to impose taxes or establish mandatory revenue sources without express legislative authorization. The Authority may recommend new revenue mechanisms but may only administer those approved by law.

Legislative Intent

The Legislature intends DDIMA to serve as a policy advisor and financial steward—not an independent taxing authority. This section preserves legislative control over state fiscal policy while allowing the Authority to recommend future funding strategies based on evolving infrastructure needs.

Administrative Impact

The Authority may prepare legislative recommendations, fiscal analyses, and revenue proposals but must obtain legislative approval before implementing any new mandatory revenue mechanism.

Relationship to Existing Law

This section reinforces the Alaska Constitution’s allocation of taxing and appropriation authority to the Legislature and preserves the separation of powers within state government.

Implementation Considerations

Revenue recommendations should be supported by detailed fiscal analysis, stakeholder consultation, and evaluation of economic impacts before submission to the Governor and Legislature. This provision ensures that DDIMA remains accountable to elected policymakers while providing expert recommendations on sustainable transportation funding.

ARTICLE X — FINANCIAL MANAGEMENT AND FISCAL ACCOUNTABILITY

Section 1. Financial Stewardship

Purpose

Section 1 establishes the Authority’s overarching responsibility to serve as a prudent steward of all public financial resources entrusted to its care. It requires DDIMA to manage public funds in a manner that protects taxpayer investments while supporting the long-term preservation, operation, maintenance, and improvement of the Dalton District.

Summary

This section establishes financial stewardship as a core responsibility of the Authority and requires that all financial decisions emphasize accountability, transparency, efficiency, and long-term sustainability.

Legislative Intent

The Legislature intends DDIMA to function as a responsible public trustee by protecting transportation assets, preserving public confidence, and ensuring that financial resources are used exclusively for the public purposes authorized by this Act.

Administrative Impact

The Board and Executive Director shall incorporate fiscal stewardship principles into budgeting, contracting, reserve management, capital planning, and financial reporting.

Relationship to Existing Law

This section reinforces Alaska’s existing fiscal management statutes and public accountability requirements.

Implementation Considerations

Fiscal stewardship should serve as the guiding principle for every financial policy adopted by the Authority.

Section 2. Financial Policies

Purpose

Section 2 requires DDIMA to establish comprehensive financial policies governing all fiscal operations.

Summary

The Authority shall adopt written financial policies addressing budgeting, accounting, investments, reserves, procurement, debt management, audits, and financial reporting.

Legislative Intent

The Legislature intends financial policies to provide consistency, transparency, and long-term financial discipline regardless of changes in Board membership or executive leadership.

Administrative Impact

The Board must periodically review and update financial policies while ensuring staff compliance.

Relationship to Existing Law

Policies shall remain consistent with Alaska accounting standards, budget statutes, and governmental financial management practices.

Implementation Considerations

Policies should be reviewed annually and updated as financial conditions or statutory requirements change.

Section 3A. Rolling Ten-Year Financial and Infrastructure Investment Plan

Purpose

Section 3A establishes a long-range financial planning framework integrating infrastructure investment with projected revenues and expenditures.

Summary

The Authority shall prepare and annually update a Rolling Ten-Year Financial and Infrastructure Investment Plan identifying anticipated revenues, capital investments, maintenance requirements, reserve levels, and long-term funding priorities.

Legislative Intent

The Legislature intends transportation investments to be planned decades in advance rather than driven by annual appropriations or emergency needs.

Administrative Impact

Preparation of the plan becomes one of the Authority's principal annual planning responsibilities.

Relationship to Existing Law

The plan complements Alaska's capital budgeting process without replacing legislative appropriation authority.

Implementation Considerations

The plan should remain coordinated with all strategic planning documents prepared under this Act.

Section 3B. Coordination with Statewide Transportation Planning

Purpose

Section 3B ensures that DDIMA’s financial planning remains integrated with Alaska’s broader transportation planning efforts.

Summary

The Authority shall coordinate its long-range financial planning with DOT&PF’s statewide transportation plans, capital improvement programs, and other applicable planning initiatives.

Legislative Intent

The Legislature intends DDIMA to strengthen—not duplicate—existing statewide planning efforts.

Administrative Impact

Planning staff will coordinate regularly with DOT&PF and other state agencies.

Relationship to Existing Law

This section complements statewide transportation planning statutes.

Implementation Considerations

Planning assumptions should remain consistent among state transportation agencies whenever practical.

Section 3C. Future Demand Assessment

Purpose

Section 3C requires periodic evaluation of future transportation demand affecting the Dalton District.

Summary

The Authority shall prepare recurring assessments evaluating projected freight volumes, economic activity, military requirements, population trends, climate impacts, energy development, and other factors influencing future infrastructure demand.

Legislative Intent

The Legislature intends infrastructure investments to anticipate future needs rather than merely respond to existing deficiencies.

Administrative Impact

The Authority will coordinate demand forecasting with state agencies, industry partners, federal agencies, and academic institutions.

Relationship to Existing Law

Demand assessments supplement statewide transportation forecasting programs.

Implementation Considerations

Assessments should be updated on a recurring schedule and incorporated into capital investment planning.

Section 4. Reserve Policies

Purpose

Section 4 establishes reserve requirements protecting the Authority against financial uncertainty.

Summary

The Authority shall maintain reserve policies governing operating reserves, capital reserves, emergency reserves, and contingency funding.

Legislative Intent

The Legislature intends reserve policies to improve financial stability and reduce the need for emergency appropriations.

Administrative Impact

Reserve balances must be monitored continuously and reported annually.

Relationship to Existing Law

Reserve management shall remain consistent with Alaska fiscal management statutes.

Implementation Considerations

Reserve targets should be reviewed annually based upon infrastructure risk, revenue stability, and projected maintenance needs.

Section 5. Investments

Purpose

Section 5 establishes investment policies governing Authority funds.

Summary

Funds may be invested in accordance with state investment policies emphasizing preservation of capital, liquidity, prudent risk management, and reasonable investment returns.

Legislative Intent

The Legislature intends investment decisions to prioritize protection of public funds while generating additional revenue supporting infrastructure investment.

Administrative Impact

Investment performance shall be monitored and reported annually.

Relationship to Existing Law

Investments remain subject to Alaska statutes governing state treasury investments.

Implementation Considerations

Investment strategies should prioritize financial security over speculative returns.

Section 6. Audits

Purpose

Section 6 establishes recurring independent financial audits supporting accountability and transparency.

Summary

The Authority shall undergo annual independent financial audits together with legislative audits and performance audits as required by law.

Legislative Intent

The Legislature intends independent auditing to ensure public confidence in the Authority's financial management.

Administrative Impact

Accounting staff must maintain complete financial records supporting recurring audit activities.

Relationship to Existing Law

Audit requirements complement Alaska statutes governing public accounting and legislative oversight.

Implementation Considerations

Audit findings should be formally reviewed by the Board with corrective actions documented and monitored.

Section 7. Debt

Purpose

Section 7 establishes the Authority's authority and limitations regarding debt financing.

Summary

The Authority may incur debt only as expressly authorized by law and consistent with legislative approval requirements. Debt obligations shall be managed prudently and may not pledge the full faith and credit of the State of Alaska unless specifically authorized by the Legislature.

Legislative Intent

The Legislature intends debt financing to be used only when it provides long-term public benefit and does not create unreasonable financial risk for the State.

Administrative Impact

Any proposed borrowing requires comprehensive financial analysis, legal review, Board approval, and compliance with applicable statutory requirements.

Relationship to Existing Law

Debt authority remains subject to the Alaska Constitution, state bonding statutes, and legislative appropriation authority.

Implementation Considerations

The Authority should adopt formal debt management policies establishing affordability measures, repayment schedules, reserve requirements, and ongoing monitoring of outstanding obligations.

Section 8. Asset Management Reporting

Purpose

Section 8 requires recurring reporting on the condition and performance of transportation infrastructure assets.

Summary

The Authority shall prepare periodic reports describing asset condition, maintenance performance, capital reinvestment needs, lifecycle costs, deferred maintenance, and long-term infrastructure trends.

Legislative Intent

The Legislature intends policymakers to receive objective information supporting informed infrastructure investment decisions.

Administrative Impact

Engineering, maintenance, and finance personnel shall coordinate preparation of recurring asset management reports.

Relationship to Existing Law

Asset reporting complements statewide transportation asset management requirements and federal performance reporting programs.

Implementation Considerations

Asset reports should incorporate engineering assessments, condition indices, performance measures, and lifecycle cost analyses to support future investment decisions.

Section 9. Fiduciary Standard

Purpose

Section 9 establishes the fiduciary standard governing every financial decision made by DDIMA.

Summary

The Board, Executive Director, officers, employees, and agents of the Authority shall exercise their responsibilities with honesty, loyalty, prudence, impartiality, and diligence while protecting public resources and acting solely in the public interest.

Legislative Intent

The Legislature intends all Authority officials to serve as fiduciaries of public assets, placing the long-term interests of the State of Alaska above personal, political, or organizational interests. Financial decisions should reflect the highest standards of integrity, stewardship, and accountability.

Administrative Impact

The Authority shall implement ethics training, conflict-of-interest procedures, financial oversight policies, and internal accountability measures supporting fiduciary compliance.

Relationship to Existing Law

This section reinforces fiduciary obligations established elsewhere in the Act and complements the Alaska Executive Branch Ethics Act, state financial management statutes, and other applicable laws governing public officials.

Implementation Considerations

The Board should annually review its fiduciary policies, governance practices, and internal controls to ensure that all financial decisions continue to reflect the Legislature's intent and

protect the long-term financial integrity of the Dalton District Infrastructure & Maintenance Authority.

ARTICLE XI — CONTRACTS, PROCUREMENT, AND PROPERTY MANAGEMENT

Section 1. General Authority

Purpose

Section 1 establishes DDIMA’s authority to acquire goods, services, equipment, real property interests, and other resources necessary to carry out the purposes of this Act. It provides the legal framework for procurement and property management while ensuring that all acquisitions serve the public interest.

Summary

The Authority is authorized to enter contracts, acquire property, administer procurement activities, and manage assets necessary to fulfill its statutory responsibilities, subject to applicable state law.

Legislative Intent

The Legislature intends DDIMA to possess sufficient administrative authority to efficiently acquire the resources needed for infrastructure management while maintaining transparency, accountability, and fiscal responsibility.

Administrative Impact

The Authority must establish procurement procedures, contract administration policies, and asset management systems.

Relationship to Existing Law

This section supplements Alaska procurement statutes and property management laws without exempting the Authority from applicable legal requirements.

Implementation Considerations

Administrative procedures should clearly define approval authority, procurement thresholds, and contract oversight responsibilities.

Section 2. Procurement Policy

Purpose

Section 2 establishes the procurement principles governing all purchasing activities conducted by DDIMA.

Summary

The Authority shall adopt written procurement policies emphasizing fairness, competition, transparency, fiscal responsibility, and ethical decision-making.

Legislative Intent

The Legislature intends procurement decisions to maximize public value while preventing favoritism, waste, fraud, and abuse.

Administrative Impact

The Board shall adopt procurement regulations, approval procedures, documentation requirements, and internal review processes.

Relationship to Existing Law

Procurement policies shall remain consistent with the Alaska Procurement Code and other applicable statutes.

Implementation Considerations

Policies should be reviewed regularly to incorporate best practices in governmental procurement.

Section 3. Competitive Procurement

Purpose

Section 3 establishes competitive procurement as the preferred method for acquiring goods and services.

Summary

The Authority shall use competitive procurement procedures whenever practical and consistent with applicable law to obtain the best overall value for the State.

Legislative Intent

The Legislature intends open competition to promote fairness, encourage innovation, obtain reasonable pricing, and strengthen public confidence in the Authority.

Administrative Impact

Solicitation procedures, evaluation criteria, protest processes, and contract award documentation will become routine administrative responsibilities.

Relationship to Existing Law

Competitive procurement remains subject to Alaska procurement statutes and regulations.

Implementation Considerations

Evaluation criteria should consider qualifications, technical capability, lifecycle costs, safety, and long-term public benefit—not solely lowest initial cost.

Section 4. Emergency Procurement

Purpose

Section 4 authorizes expedited procurement when immediate action is necessary to protect public safety, transportation infrastructure, or continuity of operations.

Summary

The Authority may use emergency procurement procedures during emergencies affecting transportation infrastructure or public safety, provided such actions are properly documented and reported.

Legislative Intent

The Legislature recognizes that Arctic transportation corridors frequently experience emergencies requiring immediate response. Emergency authority is intended to preserve public safety while maintaining accountability.

Administrative Impact

Emergency procurement decisions require written justification, financial documentation, and subsequent Board review where appropriate.

Relationship to Existing Law

Emergency procurement shall be exercised consistent with Alaska procurement statutes governing emergency purchases.

Implementation Considerations

The Authority should establish written emergency procurement procedures before emergencies occur.

Section 5. Professional Services

Purpose

Section 5 authorizes DDIMA to retain specialized professional expertise necessary to carry out its responsibilities.

Summary

The Authority may contract for engineering, legal, accounting, environmental, information technology, research, financial advisory, and other professional services.

Legislative Intent

The Legislature intends DDIMA to access specialized expertise when internal resources are insufficient while ensuring contracts remain transparent and fiscally responsible.

Administrative Impact

Professional service agreements will require procurement oversight, contract administration, and performance evaluation.

Relationship to Existing Law

Professional service procurement remains subject to Alaska procurement statutes and professional licensing requirements.

Implementation Considerations

Selection should emphasize qualifications, demonstrated experience, technical competence, and overall value.

Section 6. Cooperative Agreements

Purpose

Section 6 authorizes DDIMA to enter cooperative agreements with governmental entities and other organizations.

Summary

The Authority may execute cooperative agreements supporting transportation planning, maintenance, emergency response, research, infrastructure development, and administrative coordination.

Legislative Intent

The Legislature intends cooperative agreements to reduce duplication of effort, improve efficiency, and strengthen coordination among transportation partners.

Administrative Impact

The Executive Director shall negotiate, administer, and monitor cooperative agreements.

Relationship to Existing Law

This authority complements Alaska statutes authorizing intergovernmental cooperation.

Implementation Considerations

Agreements should clearly define financial responsibilities, operational duties, reporting requirements, and performance expectations.

Section 7. Property Management

Purpose

Section 7 establishes standards governing the acquisition, use, maintenance, inventory, and disposition of Authority property.

Summary

The Authority shall maintain accurate inventories, protect public assets, perform regular inspections, and dispose of surplus property in accordance with applicable law.

Legislative Intent

The Legislature intends public property to be managed efficiently throughout its useful life while protecting taxpayer investments.

Administrative Impact

The Authority must establish inventory systems, maintenance schedules, and asset tracking procedures.

Relationship to Existing Law

Property management activities remain subject to Alaska statutes governing state property and surplus assets.

Implementation Considerations

Lifecycle asset management principles should guide acquisition, maintenance, replacement, and disposal decisions.

Section 8. Utility Coordination

Purpose

Section 8 requires coordination with utility providers whose facilities affect transportation infrastructure within the Dalton District.

Summary

The Authority shall coordinate utility relocations, infrastructure improvements, maintenance activities, and project scheduling with utility owners and operators.

Legislative Intent

The Legislature recognizes that transportation and utility infrastructure are interdependent and intends project coordination to reduce costs, delays, and operational conflicts.

Administrative Impact

Coordination procedures will require ongoing communication with utilities, permitting agencies, contractors, and transportation planners.

Relationship to Existing Law

Utility coordination complements existing Alaska utility permitting and transportation statutes.

Implementation Considerations

Coordination should begin early during project development to minimize construction delays and unnecessary costs.

Section 9. Ethics in Procurement

Purpose

Section 9 establishes ethical standards governing all procurement and contracting activities conducted by DDIMA.

Summary

Board members, officers, employees, consultants, and contractors shall avoid conflicts of interest, disclose financial interests where required, maintain impartiality, and conduct procurement activities in accordance with applicable ethics laws.

Legislative Intent

The Legislature intends procurement decisions to remain free from favoritism, political influence, and personal financial interests. Public confidence in the Authority depends upon procurement decisions that are fair, transparent, and based solely on the public interest.

Administrative Impact

The Authority shall establish conflict-of-interest policies, procurement ethics training, disclosure procedures, and internal review mechanisms to support ethical decision-making.

Relationship to Existing Law

This section complements the Alaska Executive Branch Ethics Act, the Alaska Procurement Code, public records laws, and other statutes governing public officials and procurement activities.

Implementation Considerations

The Board should require annual ethics training for procurement personnel, maintain written conflict-of-interest disclosures, and periodically review procurement decisions to ensure continued compliance with statutory requirements and the Authority's commitment to transparency and integrity.

Section 10. Asset Stewardship

Purpose

Section 10 establishes the Authority's long-term responsibility to protect, preserve, and maximize the value of transportation infrastructure and other public assets under its management.

Summary

The Authority shall manage public assets using lifecycle management principles, preventative maintenance, strategic capital investment, condition monitoring, and responsible replacement planning to ensure infrastructure remains safe, reliable, and economically sustainable.

Legislative Intent

The Legislature intends DDIMA to shift Alaska's management of the Dalton District from reactive repairs to proactive stewardship. Every procurement, maintenance activity, and capital investment should support the long-term preservation of public infrastructure and maximize the return on taxpayer investment.

Administrative Impact

The Authority shall integrate asset stewardship into procurement decisions, maintenance planning, capital programming, budgeting, and performance reporting. Asset condition assessments and lifecycle analyses should become routine management practices.

Relationship to Existing Law

This section reinforces the asset management responsibilities established elsewhere in the Act and complements Alaska's transportation asset management requirements, public property laws, and fiscal accountability statutes.

Implementation Considerations

The Board should periodically review asset performance, replacement schedules, deferred maintenance trends, and lifecycle costs to ensure that public resources continue to be managed efficiently. Asset stewardship should remain a central performance measure used to evaluate the Authority's long-term success in preserving Alaska's strategic transportation infrastructure.

ARTICLE XII — PUBLIC-PRIVATE PARTNERSHIPS AND STRATEGIC INFRASTRUCTURE COORDINATION

Section 1. Purpose

Purpose

Section 1 establishes the legislative purpose for authorizing public-private partnerships and strategic infrastructure coordination. It recognizes that the Dalton District serves statewide, national, and international interests that cannot be effectively managed by government acting alone.

Summary

This section authorizes collaborative relationships that improve transportation infrastructure, economic development, emergency preparedness, research, and national security while preserving public ownership and governmental oversight.

Legislative Intent

The Legislature recognizes that modern transportation infrastructure increasingly relies upon coordinated participation among public agencies, private industry, utilities, Alaska Native organizations, defense partners, and research institutions. The intent is to encourage collaboration that advances the public interest without transferring governmental authority or ownership of public assets.

Administrative Impact

The Authority shall establish procedures for evaluating, approving, and monitoring partnership opportunities.

Relationship to Existing Law

This section supplements existing Alaska statutes authorizing cooperative governmental and contractual relationships.

Implementation Considerations

Partnerships should be evaluated based upon measurable public benefit, financial accountability, infrastructure resilience, and long-term strategic value.

Section 2. Partnership Authority

Purpose

Section 2 grants DDIMA authority to enter into public-private partnership agreements supporting the Authority's statutory mission.

Summary

The Authority may negotiate and administer partnership agreements with governmental agencies, private entities, nonprofit organizations, educational institutions, utilities, and other qualified organizations.

Legislative Intent

The Legislature intends DDIMA to possess sufficient flexibility to leverage outside expertise, technology, financing, and innovation while maintaining public accountability and legislative oversight.

Administrative Impact

Partnership agreements require legal review, Board approval where appropriate, and ongoing contract administration.

Relationship to Existing Law

All agreements remain subject to Alaska procurement laws, ethics requirements, and applicable contracting statutes.

Implementation Considerations

Each partnership should clearly define responsibilities, financial obligations, performance standards, reporting requirements, and termination provisions.

Section 3. Authorized Partnership Activities

Purpose

Section 3 identifies the categories of activities eligible for partnership agreements.

Summary

Authorized activities include transportation planning, engineering, construction, maintenance, technology deployment, research, workforce development, environmental stewardship, emergency preparedness, and infrastructure investment.

Legislative Intent

The Legislature intends partnerships to supplement governmental capabilities rather than replace governmental responsibilities.

Administrative Impact

The Authority shall evaluate partnership proposals for consistency with the purposes of this Act before execution.

Relationship to Existing Law

Partnership activities remain subject to existing permitting, procurement, and regulatory requirements.

Implementation Considerations

Priority should be given to projects demonstrating measurable improvements in safety, reliability, resilience, and operational efficiency.

Section 4. Strategic Infrastructure Coordination

Purpose

Section 4 establishes DDIMA as the coordinating organization for strategic infrastructure initiatives affecting the Dalton District.

Summary

The Authority shall coordinate transportation projects with utilities, pipelines, communications systems, military infrastructure, energy development, and other strategic infrastructure investments.

Legislative Intent

The Legislature recognizes that transportation infrastructure forms the backbone supporting energy production, national defense, critical minerals, Arctic operations, telecommunications, and economic development. Coordination is intended to reduce duplication, improve efficiency, and maximize public investment.

Administrative Impact

The Executive Director shall coordinate regularly with state agencies, federal agencies, utilities, infrastructure owners, and industry stakeholders.

Relationship to Existing Law

Coordination responsibilities complement existing agency authorities without altering ownership or regulatory jurisdiction.

Implementation Considerations

Major infrastructure projects should be evaluated for opportunities to coordinate construction schedules, utility relocations, permitting, and funding.

Section 5. Industry Advisory Council

Purpose

Section 5 authorizes establishment of an Industry Advisory Council to provide technical expertise and stakeholder recommendations.

Summary

The Authority may establish an advisory council representing transportation carriers, resource developers, utilities, construction firms, engineering organizations, Alaska Native organizations, emergency responders, tourism interests, and other corridor stakeholders.

Legislative Intent

The Legislature intends DDIMA to benefit from practical operational knowledge while preserving final decision-making authority within the Board of Directors.

Administrative Impact

The Board shall establish membership criteria, meeting schedules, and advisory procedures.

Relationship to Existing Law

The Advisory Council functions solely in an advisory capacity and does not exercise governmental authority.

Implementation Considerations

Membership should reflect the broad range of organizations relying upon the Dalton District while maintaining balanced representation and transparency.

Section 6. Research Partnerships

Purpose

Section 6 encourages collaboration with universities, research institutions, federal laboratories, and private organizations to improve transportation infrastructure.

Summary

The Authority may participate in research partnerships supporting Arctic engineering, transportation technology, climate resilience, asset management, emergency response, intelligent transportation systems, and infrastructure innovation.

Legislative Intent

The Legislature intends DDIMA to become a leader in Arctic transportation research by encouraging innovation and application of emerging technologies.

Administrative Impact

The Authority shall administer research agreements, grants, pilot projects, and cooperative studies.

Relationship to Existing Law

Research activities remain subject to procurement requirements, grant conditions, and applicable intellectual property laws.

Implementation Considerations

Research priorities should align with long-term infrastructure planning and provide practical benefits for transportation operations throughout Alaska.

Section 7. National Security Coordination

Purpose

Section 7 recognizes the Dalton District’s role in supporting national defense and critical infrastructure.

Summary

The Authority shall coordinate with the Department of Defense, federal agencies, homeland security organizations, and other governmental entities regarding transportation infrastructure supporting national security missions.

Legislative Intent

The Legislature recognizes that the Dalton District serves as critical infrastructure supporting Arctic defense, domestic energy production, strategic minerals, emergency preparedness, and national resilience. Coordination is intended to improve infrastructure readiness while respecting state authority and civilian oversight.

Administrative Impact

The Executive Director shall maintain communication with appropriate federal agencies regarding transportation planning, emergency preparedness, and strategic infrastructure requirements.

Relationship to Existing Law

This section complements existing federal-state coordination responsibilities without altering military authority or state ownership of transportation infrastructure.

Implementation Considerations

National security coordination should be integrated into long-range planning, emergency preparedness exercises, infrastructure investment priorities, and resilience planning.

Section 8. Preservation of Public Ownership

Purpose

Section 8 establishes that public-private partnerships shall not diminish public ownership, governmental authority, or legislative oversight of the Dalton District.

Summary

Nothing in this article authorizes the transfer of ownership of state transportation infrastructure or delegation of governmental authority to private entities. All partnership activities shall remain subject to the Authority’s oversight and applicable state law.

Legislative Intent

The Legislature intends public-private partnerships to strengthen—not privatize—Alaska’s transportation infrastructure. While private investment, expertise, and innovation are encouraged, ultimate responsibility for policy, governance, and stewardship remains with the State of Alaska.

This provision ensures that transportation infrastructure of statewide and national strategic importance remains publicly owned and managed in the public interest.

Administrative Impact

All partnership agreements must clearly preserve state ownership, define governmental responsibilities, and identify the Authority's oversight role.

Relationship to Existing Law

This section reinforces Alaska laws governing public property, procurement, transportation infrastructure, and the fiduciary obligations of public officials.

Implementation Considerations

The Board should require every partnership agreement to include provisions protecting public ownership, preserving governmental decision-making authority, ensuring transparency, and providing appropriate mechanisms for oversight, accountability, and termination if the public interest is no longer being served.

ARTICLE XIII — RELATIONSHIP WITH THE DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

Section 1. Legislative Intent

Purpose

Section 1 establishes the Legislature’s intent regarding the organizational relationship between DDIMA and the Alaska Department of Transportation and Public Facilities (DOT&PF). It clarifies that the Authority is created to strengthen the Department’s ability to manage the Dalton District through specialized planning, coordination, and long-term stewardship.

Summary

This section declares that DDIMA operates within DOT&PF as a specialized authority dedicated to the Dalton District while supporting the Department’s statewide transportation mission.

Legislative Intent

The Legislature intends DDIMA to provide focused leadership for the Dalton District without creating a separate executive department or diminishing the statutory authority of the Commissioner of Transportation and Public Facilities. The Authority is intended to enhance coordination, improve long-range planning, and strengthen Alaska’s ability to manage infrastructure of statewide and national strategic importance.

Administrative Impact

The Authority shall organize its policies, staffing, and operations in a manner consistent with Department objectives while maintaining responsibility for the specialized duties assigned under this Act.

Relationship to Existing Law

This section complements existing statutes establishing DOT&PF and reinforces the Department’s role as Alaska’s lead transportation agency.

Implementation Considerations

Organizational policies should clearly define reporting relationships, communication procedures, and shared responsibilities to avoid duplication of effort.

Section 2. Relationship with the Department

Purpose

Section 2 defines the working relationship between DDIMA and DOT&PF.

Summary

The Authority shall coordinate closely with the Department while exercising the responsibilities assigned under this Act. The Department and the Authority shall cooperate in planning, budgeting, engineering, maintenance, and project implementation.

Legislative Intent

The Legislature intends DDIMA and DOT&PF to function as complementary organizations with clearly defined responsibilities and continuous coordination.

Administrative Impact

Regular coordination meetings, shared planning efforts, and integrated administrative procedures will become recurring responsibilities.

Relationship to Existing Law

This section supplements existing DOT&PF authority without transferring statutory responsibilities except where specifically provided by law.

Implementation Considerations

The Department and the Authority should establish written administrative procedures describing routine coordination activities.

Section 3. Responsibilities of the Department

Purpose

Section 3 identifies those responsibilities that remain vested in DOT&PF.

Summary

The Department retains statewide transportation policy, constitutional responsibilities, statewide planning authority, regulatory responsibilities, and any powers not specifically delegated to DDIMA under this Act.

Legislative Intent

The Legislature intends DDIMA to supplement—not replace—the Department. Statewide transportation policy and executive authority remain with the Commissioner.

Administrative Impact

Department leadership shall continue overseeing statewide transportation priorities while coordinating specialized Dalton District activities through DDIMA.

Relationship to Existing Law

This section preserves existing statutory responsibilities assigned to DOT&PF.

Implementation Considerations

Administrative guidance should clearly distinguish statewide responsibilities from Dalton District-specific responsibilities.

Section 4. Responsibilities of the Authority

Purpose

Section 4 defines the specialized responsibilities assigned exclusively to DDIMA.

Summary

The Authority is responsible for strategic planning, infrastructure stewardship, financial management, asset management, corridor coordination, stakeholder engagement, long-range investment planning, and other responsibilities assigned by this Act.

Legislative Intent

The Legislature intends DDIMA to function as the Department's specialized organizational entity responsible for long-term management of the Dalton District while supporting statewide transportation objectives.

Administrative Impact

Authority staff shall coordinate their activities with Department personnel while carrying out specialized corridor responsibilities.

Relationship to Existing Law

This section complements the Department's statutory authority without creating conflicting jurisdiction.

Implementation Considerations

Responsibilities should be periodically reviewed to ensure efficient coordination and eliminate unnecessary duplication.

Section 5. Cooperative Agreements

Purpose

Section 5 authorizes formal agreements between DDIMA and DOT&PF supporting coordinated administration.

Summary

The Authority and the Department may enter cooperative agreements addressing staffing, engineering support, maintenance coordination, financial administration, information technology, shared services, and project implementation.

Legislative Intent

The Legislature intends cooperative agreements to improve efficiency by allowing the Authority to utilize existing Department expertise and administrative resources whenever appropriate.

Administrative Impact

The Executive Director and the Commissioner may negotiate agreements governing shared responsibilities and resource allocation.

Relationship to Existing Law

This section complements existing statutory authority authorizing interagency cooperation.

Implementation Considerations

Agreements should clearly define financial responsibilities, reporting requirements, performance expectations, and procedures for dispute resolution.

Section 6. Statewide Coordination

Purpose

Section 6 requires DDIMA to coordinate its activities with statewide transportation initiatives.

Summary

The Authority shall coordinate planning, budgeting, infrastructure investment, emergency preparedness, freight planning, and capital programming with statewide transportation priorities.

Legislative Intent

The Legislature intends the Dalton District to remain fully integrated into Alaska's statewide transportation system while receiving the specialized attention its strategic importance requires.

Administrative Impact

The Authority shall participate in statewide planning meetings, interagency working groups, and transportation coordination initiatives.

Relationship to Existing Law

This section complements statewide transportation planning statutes and Department responsibilities.

Implementation Considerations

Coordination should occur continuously throughout planning, budgeting, construction, maintenance, and emergency response activities.

Section 7. Transportation Data

Purpose

Section 7 establishes procedures governing the collection, management, and sharing of transportation data.

Summary

The Authority shall collect, maintain, analyze, and share transportation information supporting planning, asset management, performance measurement, emergency response, and infrastructure investment.

Legislative Intent

The Legislature intends transportation decisions to be supported by objective engineering data, operational performance measures, and reliable information rather than anecdotal evidence.

Administrative Impact

The Authority shall establish compatible data management systems capable of exchanging information with DOT&PF and other governmental agencies.

Relationship to Existing Law

Transportation data management shall comply with applicable Alaska public records requirements, information security standards, and confidentiality laws.

Implementation Considerations

Data systems should emphasize interoperability, cybersecurity, accuracy, and long-term accessibility.

Section 8. Project Coordination

Purpose

Section 8 establishes procedures for coordinating transportation projects affecting the Dalton District.

Summary

The Authority shall coordinate project planning, engineering, environmental review, permitting, construction scheduling, utility coordination, and stakeholder communication for projects affecting the District.

Legislative Intent

The Legislature intends project coordination to reduce duplication, improve efficiency, minimize project delays, and maximize the value of public investments.

Administrative Impact

Project managers shall maintain ongoing communication with DOT&PF divisions, contractors, utilities, and regulatory agencies.

Relationship to Existing Law

Project coordination complements existing permitting and project development requirements.

Implementation Considerations

Major transportation projects should incorporate coordinated scheduling and integrated project management practices.

Section 9. Memorandum of Understanding

Purpose

Section 9 authorizes the development of a Memorandum of Understanding (MOU) governing administrative coordination between DDIMA and DOT&PF.

Summary

The Authority and the Department may execute an MOU describing organizational responsibilities, administrative procedures, staffing coordination, financial administration, information sharing, and operational relationships.

Legislative Intent

The Legislature intends the MOU to provide administrative clarity while allowing organizational flexibility as the Authority evolves. The MOU is intended to reduce uncertainty, improve coordination, and establish practical operating procedures without requiring statutory amendments.

Administrative Impact

The Executive Director and Commissioner shall periodically review and update the MOU to reflect changing organizational needs.

Relationship to Existing Law

The MOU implements—but does not modify—the statutory responsibilities established by this Act or existing Alaska law.

Implementation Considerations

The MOU should include procedures for dispute resolution, information sharing, shared services, annual review, and periodic revision.

Section 10. Preservation of Department Authority

Purpose

Section 10 confirms that creation of DDIMA does not diminish the constitutional or statutory authority of the Department of Transportation and Public Facilities or the Commissioner.

Summary

Nothing in this Act transfers ownership of transportation infrastructure, limits the Commissioner's authority, or creates an independent executive department. DDIMA operates within DOT&PF and exercises only those responsibilities expressly assigned by this Act.

Legislative Intent

The Legislature intends this section to eliminate uncertainty regarding organizational authority. DDIMA is established to strengthen the Department's capacity to manage Alaska's most strategically significant transportation corridor—not to create competing authority or duplicate existing governmental functions. The Commissioner remains the chief executive officer of the Department, while DDIMA serves as its specialized authority for the Dalton District.

Administrative Impact

All Authority policies, procedures, agreements, and organizational decisions must remain consistent with the Department's statutory authority and statewide transportation responsibilities.

Relationship to Existing Law

This section reinforces existing Alaska statutes governing DOT&PF, executive branch organization, and the Commissioner's authority while confirming the specialized role assigned to DDIMA under this Act.

Implementation Considerations

The Board and Executive Director should periodically review organizational relationships with the Department to ensure the Authority continues to operate in accordance with legislative intent. This provision serves as the primary interpretive section governing all future questions regarding the relationship between DDIMA and DOT&PF and should be construed broadly to promote cooperation, organizational clarity, and efficient administration of Alaska's transportation system.

ARTICLE XIV — INTERAGENCY COORDINATION AND STRATEGIC INFRASTRUCTURE PLANNING

Section 1. Purpose

Purpose

Section 1 establishes the legislative purpose for interagency coordination and strategic infrastructure planning. It recognizes that effective management of the Dalton District requires continuous collaboration among state agencies, federal agencies, Alaska Native organizations, local governments, industry, and other stakeholders whose responsibilities affect the corridor.

Summary

This section establishes coordinated planning as a fundamental responsibility of DDIMA and identifies strategic infrastructure planning as essential to protecting the long-term reliability, safety, and economic value of the Dalton District.

Legislative Intent

The Legislature intends DDIMA to serve as the central coordinating organization for transportation infrastructure affecting the Dalton District while respecting the statutory authority of participating agencies.

Administrative Impact

The Authority shall establish recurring coordination processes, interagency planning schedules, and communication procedures.

Relationship to Existing Law

This section complements existing state planning statutes and does not alter the statutory authority of participating agencies.

Implementation Considerations

Coordination activities should become an ongoing administrative function rather than occurring only during major projects.

Section 2. Lead Coordinating Entity

Purpose

Section 2 designates DDIMA as the lead coordinating entity for strategic infrastructure planning within the Dalton District.

Summary

The Authority shall coordinate transportation planning, infrastructure investments, maintenance priorities, emergency preparedness, and long-range corridor development among participating organizations.

Legislative Intent

The Legislature intends DDIMA to improve coordination without assuming regulatory authority belonging to other agencies.

Administrative Impact

The Executive Director shall organize recurring coordination meetings, planning sessions, and infrastructure reviews.

Relationship to Existing Law

This section supplements existing coordination responsibilities assigned to state agencies.

Implementation Considerations

Coordination procedures should clearly define participating agencies and decision-making responsibilities.

Section 3. State Agency Coordination

Purpose

Section 3 establishes coordination procedures among Alaska state agencies whose activities affect the Dalton District.

Summary

The Authority shall coordinate with DOT&PF, the Departments of Natural Resources, Environmental Conservation, Fish and Game, Public Safety, Military and Veterans' Affairs, Commerce, Revenue, Labor, and other agencies as appropriate.

Legislative Intent

The Legislature recognizes that infrastructure planning frequently involves multiple state agencies whose decisions affect transportation investments.

Administrative Impact

Regular interagency meetings and coordinated planning efforts shall become standard administrative practice.

Relationship to Existing Law

This section complements existing interagency cooperation statutes.

Implementation Considerations

State agencies should identify primary liaison personnel for recurring coordination activities.

Section 4. Federal Coordination

Purpose

Section 4 establishes procedures for coordinating transportation planning with federal agencies.

Summary

The Authority shall coordinate with federal transportation, defense, land management, environmental, energy, emergency management, and infrastructure agencies regarding projects affecting the Dalton District.

Legislative Intent

The Legislature intends DDIMA to improve Alaska's ability to coordinate federal transportation investments, permitting, funding opportunities, and national strategic infrastructure initiatives.

Administrative Impact

Federal coordination will become a recurring responsibility of the Executive Director and planning staff.

Relationship to Existing Law

Federal coordination shall remain consistent with applicable federal statutes and existing state-federal agreements.

Implementation Considerations

Regular communication should emphasize infrastructure funding, permitting, environmental review, and project scheduling.

Section 5. Alaska Native Consultation

Purpose

Section 5 establishes procedures for consultation with Alaska Native Tribes, Native organizations, and Alaska Native corporations.

Summary

The Authority shall engage in meaningful consultation regarding transportation planning, infrastructure development, environmental stewardship, cultural resources, subsistence activities, and community impacts affecting the Dalton District.

Legislative Intent

The Legislature recognizes the importance of meaningful government-to-government consultation and collaboration with Alaska Native organizations whose interests are affected by transportation decisions.

Administrative Impact

The Authority shall establish consultation procedures, maintain communication with Tribal governments, and incorporate stakeholder input into planning activities.

Relationship to Existing Law

This section complements existing state and federal consultation requirements and cultural resource protection statutes.

Implementation Considerations

Consultation should occur early during project development and continue throughout planning and implementation.

Section 6. Local Government Coordination

Purpose

Section 6 establishes coordination procedures with municipalities and other local governmental entities.

Summary

The Authority shall coordinate transportation planning, emergency preparedness, infrastructure investments, and economic development activities with local governments affected by the Dalton District.

Legislative Intent

The Legislature intends local governments to participate meaningfully in transportation planning affecting their communities.

Administrative Impact

Planning staff shall maintain recurring communication with affected municipalities and borough governments.

Relationship to Existing Law

Local coordination complements existing municipal planning statutes.

Implementation Considerations

Coordination should include project scheduling, emergency planning, freight mobility, and public outreach.

Section 7. Corridor Master Planning

Purpose

Section 7 requires preparation and periodic updating of a comprehensive Dalton District Corridor Master Plan.

Summary

The Authority shall prepare a long-range Corridor Master Plan integrating transportation infrastructure, maintenance priorities, economic development, environmental stewardship, public safety, emergency preparedness, national security, and future infrastructure needs.

Legislative Intent

The Legislature intends the Corridor Master Plan to become the principal long-range planning document guiding transportation investment throughout the Dalton District.

Administrative Impact

Preparation of the Master Plan requires coordination among engineering, planning, finance, operations, governmental agencies, industry partners, and stakeholders.

Relationship to Existing Law

The Master Plan complements statewide transportation planning and capital programming.

Implementation Considerations

The Plan should be reviewed and updated regularly to reflect changing infrastructure conditions, funding opportunities, technological developments, and statewide priorities.

Section 8. Strategic Infrastructure Coordination Council

Purpose

Section 8 authorizes creation of a Strategic Infrastructure Coordination Council to facilitate recurring collaboration among participating organizations.

Summary

The Council may include representatives from state agencies, federal agencies, Alaska Native organizations, local governments, utilities, industry, military organizations, research institutions, and other stakeholders.

Legislative Intent

The Legislature intends the Council to provide a permanent forum for collaboration while preserving the statutory authority of participating agencies.

Administrative Impact

The Authority shall organize meetings, maintain records, and coordinate Council activities.

Relationship to Existing Law

The Council functions solely as an advisory and coordinating body.

Implementation Considerations

Membership should reflect the diverse organizations responsible for infrastructure planning within the Dalton District.

Section 9. Annual Strategic Infrastructure Summit

Purpose

Section 9 establishes an annual statewide forum for reviewing transportation priorities and strategic infrastructure initiatives affecting the Dalton District.

Summary

The Authority shall convene an Annual Strategic Infrastructure Summit bringing together governmental agencies, industry, Alaska Native organizations, academic institutions, utilities, defense partners, and other stakeholders to review progress, emerging challenges, and future priorities.

Legislative Intent

The Legislature intends the Summit to promote transparency, strengthen interagency communication, encourage innovation, and support long-term strategic planning for Alaska's most important transportation corridor.

Administrative Impact

Planning and logistics for the Summit become recurring annual responsibilities of the Authority.

Relationship to Existing Law

The Summit supplements existing planning processes and creates an additional forum for statewide coordination.

Implementation Considerations

Proceedings should be documented and recommendations incorporated into future planning documents and annual reports.

Section 10. Guiding Principle

Purpose

Section 10 establishes the overarching principle governing all interagency coordination and strategic infrastructure planning conducted under this article.

Summary

All coordination activities shall promote cooperation, transparency, efficiency, public accountability, fiscal responsibility, and long-term stewardship of transportation infrastructure while respecting the statutory authority of participating organizations.

Legislative Intent

The Legislature intends this section to serve as the interpretive standard for Article XIV. Infrastructure coordination should strengthen collaboration rather than create additional bureaucracy or diminish existing agency authority. Every action undertaken under this article should advance the long-term public interest, improve statewide transportation resilience, and reinforce the Dalton District's role as infrastructure of statewide and national strategic importance.

Administrative Impact

The Board and Executive Director should evaluate coordination efforts, planning initiatives, and interagency agreements against these guiding principles to ensure they remain consistent with legislative intent.

Relationship to Existing Law

This section reinforces the coordination responsibilities established throughout the Act and complements Alaska statutes governing interagency cooperation, transportation planning, and public administration.

Implementation Considerations

The Authority should periodically assess the effectiveness of its coordination efforts through performance measures, stakeholder feedback, and annual reporting. The guiding principles established in this section should inform future policy development, strategic planning, and administrative decision-making, ensuring that all participating organizations work collaboratively toward the shared objective of preserving and strengthening Alaska's strategic transportation infrastructure.

ARTICLE XV — FEDERAL COORDINATION AND NATIONAL STRATEGIC RESOURCE CORRIDOR DESIGNATION

Section 1. Legislative Intent

Purpose

Section 1 establishes the Legislature’s intent to strengthen federal coordination regarding the Dalton District and pursue recognition of the corridor as infrastructure of national strategic importance. It recognizes that the Dalton District supports domestic energy production, critical mineral development, Arctic defense, national security, interstate commerce, and emergency preparedness.

Summary

This section declares the Legislature’s policy that Alaska should actively coordinate with the federal government to maximize infrastructure investment, improve transportation resilience, and pursue federal recognition of the Dalton District’s national significance.

Legislative Intent

The Legislature finds that the Dalton District serves interests extending beyond the State of Alaska and intends DDIMA to assist the State in coordinating federal transportation initiatives, infrastructure funding opportunities, and strategic corridor designation while preserving state ownership and management authority.

Administrative Impact

The Authority shall integrate federal coordination into long-range planning, infrastructure development, and legislative initiatives.

Relationship to Existing Law

This section complements existing federal-state transportation coordination statutes and Alaska’s transportation planning responsibilities.

Implementation Considerations

Federal coordination should become a continuous administrative function supported by recurring communication with congressional offices and federal agencies.

Section 2. Federal Coordination

Purpose

Section 2 establishes DDIMA as Alaska’s lead coordinating entity for federal transportation and strategic infrastructure matters affecting the Dalton District.

Summary

The Authority shall coordinate with the U.S. Department of Transportation, Department of Defense, Department of Energy, Department of the Interior, Department of Homeland Security, Federal Highway Administration, and other federal agencies regarding projects affecting the corridor.

Legislative Intent

The Legislature intends Alaska to present a coordinated statewide position when seeking federal assistance and strategic infrastructure recognition.

Administrative Impact

The Executive Director shall maintain regular communication with federal agencies and coordinate state participation in federal planning initiatives.

Relationship to Existing Law

This section supplements existing federal-state coordination activities without altering federal or state jurisdiction.

Implementation Considerations

Federal coordination should focus on infrastructure funding, permitting, project delivery, resilience, and national strategic priorities.

Section 3. Federal Funding Strategy

Purpose

Section 3 requires development of a coordinated strategy for obtaining federal infrastructure funding.

Summary

The Authority shall identify federal grant opportunities, discretionary funding programs, competitive infrastructure initiatives, defense-related funding, and other financial assistance supporting transportation improvements within the Dalton District.

Legislative Intent

The Legislature intends DDIMA to maximize Alaska's competitiveness for federal transportation funding through proactive planning and coordinated grant development.

Administrative Impact

Grant identification, application preparation, compliance, and reporting become recurring administrative responsibilities.

Relationship to Existing Law

Federal funding activities remain subject to applicable grant requirements and Alaska financial management statutes.

Implementation Considerations

Funding strategies should be updated annually to reflect new federal legislation and infrastructure programs.

Section 4. Congressional Coordination

Purpose

Section 4 establishes procedures for coordinating with Alaska’s congressional delegation regarding transportation infrastructure priorities.

Summary

The Authority shall provide technical assistance, infrastructure information, project priorities, and legislative recommendations supporting federal transportation initiatives affecting the Dalton District.

Legislative Intent

The Legislature intends Alaska’s congressional delegation to receive accurate, timely, and technically sound information supporting federal infrastructure decisions.

Administrative Impact

The Authority shall prepare recurring briefings, legislative analyses, and technical reports for federal policymakers.

Relationship to Existing Law

This section complements existing executive and legislative advocacy activities.

Implementation Considerations

Coordination should remain bipartisan and focused upon advancing Alaska’s long-term transportation interests.

Section 5. National Strategic Infrastructure Corridor

Purpose

Section 5 establishes the State’s policy supporting federal recognition of the Dalton District as a National Strategic Infrastructure Corridor.

Summary

The Authority shall assist the Governor and Legislature in pursuing federal designation recognizing the corridor's importance to domestic energy production, critical minerals, national defense, Arctic operations, emergency preparedness, and interstate commerce.

Legislative Intent

The Legislature recognizes that the Dalton District provides transportation access to nationally significant energy resources, strategic minerals, military infrastructure, and Arctic facilities. Federal designation is intended to improve coordination, strengthen infrastructure investment, and recognize the corridor's importance to the Nation while preserving State ownership and management authority.

Administrative Impact

The Authority shall coordinate designation efforts, prepare supporting documentation, and assist with implementation of any federal designation.

Relationship to Existing Law

Federal designation efforts shall remain consistent with existing federal transportation statutes and congressional authority.

Implementation Considerations

Supporting documentation should include engineering analyses, economic studies, freight data, national security assessments, and long-term infrastructure planning.

Section 6. Federal Legislative Recommendations

Purpose

Section 6 authorizes DDIMA to develop legislative recommendations supporting federal transportation policy.

Summary

The Authority may prepare recommendations regarding federal legislation, funding programs, transportation policy, regulatory improvements, and strategic infrastructure initiatives affecting the Dalton District.

Legislative Intent

The Legislature intends Alaska to actively participate in the development of national transportation policy where federal actions affect the Dalton District.

Administrative Impact

The Authority shall prepare policy analyses, technical reports, and legislative recommendations for review by the Governor and Legislature.

Relationship to Existing Law

Recommendations remain advisory and do not constitute official State policy unless adopted through appropriate governmental processes.

Implementation Considerations

Recommendations should be based upon technical analysis, engineering data, and stakeholder consultation.

Section 7. National Infrastructure Coordination

Purpose

Section 7 establishes coordination with national infrastructure initiatives affecting Alaska.

Summary

The Authority shall coordinate with federal agencies and national organizations regarding transportation resilience, Arctic infrastructure, energy development, defense readiness, supply chain security, and strategic resource transportation.

Legislative Intent

The Legislature recognizes the Dalton District as an essential component of America's strategic transportation network and intends Alaska to participate actively in national infrastructure planning.

Administrative Impact

The Authority shall monitor national initiatives and coordinate Alaska's participation where appropriate.

Relationship to Existing Law

This section complements federal infrastructure coordination responsibilities while preserving state authority.

Implementation Considerations

Coordination should emphasize long-term infrastructure resilience, national security, and economic competitiveness.

Section 8. Interstate and International Coordination

Purpose

Section 8 authorizes coordination with other states, Canadian provinces and territories, federal governments, and international transportation organizations on issues affecting Arctic transportation and strategic infrastructure.

Summary

The Authority may participate in interstate, international, and cross-border transportation initiatives involving freight mobility, Arctic infrastructure, emergency preparedness, and strategic resource transportation.

Legislative Intent

The Legislature recognizes that Arctic transportation increasingly involves interstate and international coordination. Alaska should participate in cooperative initiatives that strengthen regional transportation systems while protecting State interests.

Administrative Impact

The Executive Director may participate in interstate working groups, Arctic transportation forums, and international coordination activities consistent with state policy.

Relationship to Existing Law

This section complements existing interstate cooperation statutes and international coordination activities conducted by the State.

Implementation Considerations

Participation should emphasize transportation safety, infrastructure resilience, supply chain reliability, Arctic cooperation, and economic development while remaining consistent with U.S. foreign policy and federal authority.

Section 9. Annual Federal Coordination Report

Purpose

Section 9 requires annual reporting regarding DDIMA's federal coordination activities.

Summary

The Authority shall prepare an Annual Federal Coordination Report describing federal funding opportunities, grant awards, legislative initiatives, agency coordination, infrastructure partnerships, and progress toward national strategic corridor objectives.

Legislative Intent

The Legislature intends policymakers to receive recurring information evaluating the effectiveness of Alaska’s federal coordination efforts and identifying future opportunities for transportation investment.

Administrative Impact

Preparation of the report becomes an annual responsibility of the Executive Director and planning staff.

Relationship to Existing Law

The report complements the Authority’s annual reporting requirements established elsewhere in this Act.

Implementation Considerations

The report should include measurable performance indicators, funding outcomes, policy recommendations, and future priorities.

Section 10. Construction

Purpose

Section 10 establishes the interpretive rule governing implementation of this article.

Summary

Nothing in this article shall be construed to transfer ownership of transportation infrastructure to the federal government, diminish the sovereign authority of the State of Alaska, alter the constitutional authority of Congress or federal agencies, or expand federal jurisdiction beyond that provided by law. Federal coordination and strategic corridor designation are intended solely to strengthen cooperation, improve infrastructure investment, and advance the public interest while preserving Alaska’s ownership and management of the Dalton District.

Legislative Intent

The Legislature intends this article to encourage strong federal-state collaboration without compromising Alaska’s sovereignty, ownership of its transportation infrastructure, or authority over the Dalton District. National Strategic Infrastructure Corridor designation is intended to recognize the corridor’s national importance and improve coordination—not to federalize the corridor or diminish the State’s ability to manage its transportation system. This interpretive provision ensures that all federal coordination undertaken pursuant to this article remains consistent with the constitutional roles of both the State of Alaska and the United States.

Administrative Impact

The Board and Executive Director shall ensure that all agreements, grant applications, policy recommendations, and coordination activities remain consistent with this legislative intent and preserve the State's primary management role.

Relationship to Existing Law

This section reinforces the constitutional allocation of authority between the State of Alaska and the federal government while complementing existing federal transportation statutes and Alaska law governing state ownership and administration of transportation infrastructure.

Implementation Considerations

This section should be construed broadly as the controlling interpretive provision for Article XV. Whenever questions arise regarding the scope of federal coordination or National Strategic Infrastructure Corridor designation, the Authority should interpret this article in a manner that promotes cooperative federalism, protects Alaska's ownership and management authority, strengthens national infrastructure investment, and advances the long-term public interest.

ARTICLE XVI — PLANNING REQUIREMENTS

Section 1. Comprehensive Planning

Purpose

Section 1 establishes comprehensive planning as a fundamental responsibility of the Authority. It requires DDIMA to develop and maintain an integrated planning program that guides the long-term preservation, operation, maintenance, and development of the Dalton District.

Summary

The Authority shall prepare comprehensive plans addressing transportation infrastructure, maintenance, capital improvements, asset management, emergency preparedness, environmental stewardship, economic development, financial planning, and future infrastructure needs. Planning activities shall integrate engineering, operational, financial, and strategic considerations into a unified decision-making framework.

Legislative Intent

The Legislature intends transportation decisions to be guided by objective analysis and long-range planning rather than short-term operational needs or annual funding cycles. Comprehensive planning is intended to provide continuity, improve investment decisions, reduce deferred maintenance, and ensure that transportation infrastructure remains capable of supporting Alaska's economic development, public safety, and national strategic interests.

Administrative Impact

The Executive Director shall oversee preparation of comprehensive planning documents while coordinating with engineering, maintenance, finance, planning staff, state agencies, federal agencies, Alaska Native organizations, local governments, industry representatives, and other stakeholders.

Relationship to Existing Law

This section complements statewide transportation planning requirements established under Alaska law and federal transportation planning statutes while providing a corridor-specific planning framework for the Dalton District.

Implementation Considerations

Comprehensive plans should be reviewed regularly, supported by current engineering and operational data, and integrated with the Rolling Ten-Year Financial and Infrastructure Investment Plan, Corridor Master Plan, Future Demand Assessment, and other planning documents required under this Act.

Section 2. Planning Cycle

Purpose

Section 2 establishes a recurring planning cycle that ensures transportation plans remain current, responsive, and consistent with changing infrastructure conditions.

Summary

The Authority shall establish a formal planning cycle providing for periodic review, evaluation, revision, and adoption of all major planning documents. Planning activities shall incorporate updated engineering information, financial forecasts, transportation demand projections, infrastructure condition assessments, and stakeholder input.

Legislative Intent

The Legislature intends transportation planning to function as a continuous process rather than a one-time exercise. Regular updates are intended to improve accountability, maintain planning accuracy, and ensure that infrastructure investment decisions remain aligned with evolving transportation needs.

Administrative Impact

The Authority shall establish planning schedules, update procedures, public review timelines, and internal coordination processes governing recurring planning activities.

Relationship to Existing Law

This section complements Alaska transportation planning requirements and supports coordination with statewide transportation planning cycles.

Implementation Considerations

Planning schedules should be coordinated with state capital budgeting, federal transportation programming, asset management reporting, and annual financial planning to ensure consistency across all planning activities.

Section 3. Public Participation

Purpose

Section 3 establishes public participation as an essential component of the Authority's planning process. It requires meaningful opportunities for public involvement in the development and revision of transportation plans affecting the Dalton District.

Summary

The Authority shall provide opportunities for public review and comment during preparation of major planning documents. Public participation may include public meetings, stakeholder workshops, written comment periods, online participation opportunities, consultations with

Alaska Native Tribes and organizations, local governments, industry representatives, and other interested parties.

Legislative Intent

The Legislature intends transportation planning to reflect the perspectives of those who use, manage, and depend upon the Dalton District. Public participation is intended to improve planning decisions, strengthen public confidence, increase transparency, and ensure that diverse viewpoints are considered throughout the planning process.

Administrative Impact

The Authority shall establish public participation procedures, maintain records of public comments, and document how stakeholder input was considered during plan development.

Relationship to Existing Law

This section complements Alaska public notice requirements, open meetings laws, public records statutes, and applicable federal public participation requirements.

Implementation Considerations

Public participation should begin early in the planning process and continue throughout plan development. Outreach should utilize multiple communication methods to maximize participation from transportation users, affected communities, Alaska Native organizations, governmental agencies, industry stakeholders, and the general public.

Section 4. Performance Evaluation

Purpose

Section 4 establishes a formal process for evaluating the effectiveness of the Authority's planning activities, infrastructure investments, and operational performance. It requires DDIMA to measure results against established goals and performance objectives to ensure continuous improvement and responsible stewardship of public resources.

Summary

The Authority shall develop performance measures, monitor implementation of adopted plans, evaluate progress toward strategic objectives, assess infrastructure conditions and operational outcomes, and periodically report its findings to the Board, the Governor, the Legislature, and the public. Performance evaluations shall be used to improve future planning, budgeting, maintenance priorities, and capital investment decisions.

Legislative Intent

The Legislature intends planning to be an accountable, results-oriented process rather than merely the preparation of planning documents. Transportation plans should be regularly evaluated to determine whether they are achieving measurable improvements in infrastructure

condition, public safety, operational efficiency, fiscal responsibility, emergency preparedness, and long-term asset preservation. Performance evaluation is intended to strengthen public confidence by ensuring that the Authority remains focused on measurable outcomes and continuous organizational improvement.

Administrative Impact

The Authority shall establish performance indicators, maintain reliable data collection systems, prepare recurring performance evaluations, and incorporate evaluation results into future planning and budgeting activities. Engineering, maintenance, finance, operations, and planning staff shall participate in developing performance measures and monitoring progress toward adopted objectives.

Relationship to Existing Law

This section complements Alaska’s transportation performance management requirements, governmental accountability statutes, public reporting requirements, and applicable federal performance-based transportation planning standards. It reinforces other reporting and evaluation provisions contained throughout this Act.

Implementation Considerations

The Board should periodically review and update performance measures to reflect changing transportation priorities, infrastructure conditions, and public expectations. Performance evaluations should include objective engineering data, financial performance, maintenance outcomes, project delivery metrics, asset condition trends, safety performance, customer service indicators, and long-term infrastructure resilience. Findings should be incorporated into the Authority’s Annual Report, Rolling Ten-Year Financial and Infrastructure Investment Plan, Corridor Master Plan, Future Demand Assessment, and future budget recommendations to ensure that planning remains adaptive, data-driven, and aligned with the Legislature’s long-term vision for the Dalton District.

ARTICLE XVII — MAINTENANCE STANDARDS

Section 1. Maintenance Policy

Purpose

Section 1 establishes the Authority’s maintenance philosophy and requires the development of comprehensive maintenance policies designed to preserve the Dalton District as a safe, reliable, and strategically significant transportation corridor. It establishes maintenance as a continuous process of asset stewardship rather than simply responding to infrastructure failures.

Summary

The Authority shall adopt written maintenance policies emphasizing preventative maintenance, lifecycle asset management, infrastructure preservation, operational reliability, public safety, and efficient use of public resources. Maintenance policies shall guide all routine, preventive, corrective, and emergency maintenance activities conducted within the Dalton District.

Legislative Intent

The Legislature intends Alaska’s maintenance program for the Dalton District to emphasize prevention rather than reaction. The objective is to preserve infrastructure before significant deterioration occurs, extend the useful life of transportation assets, reduce long-term maintenance costs, and ensure continuous access to infrastructure supporting commerce, public safety, national defense, resource development, and Arctic operations.

Administrative Impact

The Executive Director shall establish maintenance policies, inspection procedures, asset condition standards, work management systems, and performance measures. Maintenance planning shall be coordinated with engineering, finance, capital improvements, and asset management programs established elsewhere in this Act.

Relationship to Existing Law

This section complements DOT&PF maintenance responsibilities, Alaska transportation statutes, and accepted public infrastructure management practices while establishing corridor-specific maintenance policies.

Implementation Considerations

Maintenance policies should be reviewed regularly using engineering assessments, asset condition data, maintenance performance metrics, and operational experience to ensure continuous improvement and long-term infrastructure preservation.

Section 2. Maintenance Priorities

Purpose

Section 2 establishes objective criteria for prioritizing maintenance activities throughout the Dalton District to ensure that limited resources are directed toward projects providing the greatest public benefit.

Summary

Maintenance priorities shall be established using engineering evaluations, infrastructure condition assessments, public safety considerations, operational reliability, economic significance, environmental conditions, emergency preparedness, and lifecycle asset management principles.

Legislative Intent

The Legislature intends maintenance decisions to be based upon measurable engineering need rather than solely upon emergency response or short-term operational demands. Priority should be given to preserving critical infrastructure before deterioration results in significantly higher repair costs or operational disruptions.

Administrative Impact

The Authority shall develop standardized maintenance prioritization procedures and periodically review maintenance schedules using engineering inspections, asset inventories, and infrastructure performance data.

Relationship to Existing Law

This section supports Alaska transportation asset management requirements and complements existing DOT&PF maintenance planning practices.

Implementation Considerations

Maintenance priorities should remain transparent, data-driven, and coordinated with the Capital Improvement Program, annual budgeting process, emergency preparedness planning, and long-range infrastructure strategies.

Section 3. Engineering Standards

Purpose

Section 3 requires all maintenance, rehabilitation, and repair activities to conform to recognized engineering standards appropriate for Arctic transportation infrastructure.

Summary

The Authority shall establish engineering standards governing inspection procedures, maintenance practices, construction methods, materials, quality assurance, bridge preservation,

pavement management, drainage systems, slope stabilization, permafrost protection, and other infrastructure systems necessary to maintain the Dalton District.

Legislative Intent

The Legislature intends engineering decisions to reflect professional judgment, accepted engineering principles, Arctic operating conditions, lifecycle asset management, and evolving industry best practices. Infrastructure should be maintained to maximize long-term durability, safety, resilience, and cost-effectiveness.

Administrative Impact

Engineering staff shall maintain technical manuals, inspection procedures, maintenance specifications, quality assurance programs, and engineering documentation supporting maintenance decisions throughout the District.

Relationship to Existing Law

This section complements Alaska engineering statutes, professional licensing requirements, DOT&PF engineering manuals, AASHTO guidance, and applicable federal transportation standards.

Implementation Considerations

Engineering standards should be reviewed periodically to incorporate advances in transportation engineering, Arctic construction practices, climate resilience, infrastructure technology, and lessons learned from operational experience within the Dalton District.

Section 4. Emergency Maintenance

Purpose

Section 4 authorizes the Authority to undertake immediate maintenance activities necessary to restore transportation service and protect public safety during emergency situations affecting the Dalton District.

Summary

The Authority may perform emergency maintenance necessary to respond to floods, wildfires, avalanches, severe winter storms, permafrost failures, earthquakes, hazardous material incidents, infrastructure failures, accidents, or other emergencies threatening transportation operations. Emergency maintenance activities shall prioritize restoration of safe travel, protection of public infrastructure, and preservation of critical transportation links.

Legislative Intent

The Legislature recognizes that the Dalton District operates under some of the most demanding environmental conditions in North America, requiring rapid response capabilities that exceed traditional maintenance operations. Emergency maintenance authority is intended to minimize

disruptions to commerce, emergency response, energy development, national defense, and public safety while maintaining appropriate fiscal accountability and engineering oversight.

Administrative Impact

The Authority shall establish emergency maintenance procedures, resource deployment plans, emergency contracting protocols, equipment readiness standards, documentation requirements, and coordination procedures with DOT&PF, emergency responders, and other governmental agencies.

Relationship to Existing Law

This section complements Alaska emergency management statutes, DOT&PF emergency authorities, emergency procurement provisions, and applicable state and federal transportation regulations.

Implementation Considerations

Emergency maintenance plans should be exercised regularly through training and interagency emergency response exercises. Following significant emergency events, the Authority should conduct engineering assessments and after-action reviews to identify lessons learned, improve emergency response capabilities, strengthen infrastructure resilience, and reduce vulnerability to future incidents.

ARTICLE XVIII — CAPITAL IMPROVEMENTS

Section 1. Capital Improvement Program

Purpose

Section 1 establishes the Capital Improvement Program (CIP) as the Authority’s primary framework for planning, programming, and implementing major transportation infrastructure investments throughout the Dalton District. The CIP serves as the long-range roadmap for preserving existing assets while strategically expanding and modernizing transportation infrastructure to meet future demands.

Summary

The Authority shall prepare and maintain a comprehensive multi-year Capital Improvement Program identifying proposed capital projects, estimated costs, anticipated funding sources, project schedules, engineering priorities, and expected public benefits. The program shall integrate engineering assessments, financial planning, transportation demand forecasts, asset management data, and strategic infrastructure objectives established elsewhere in this Act.

Legislative Intent

The Legislature intends capital investments to be guided by objective engineering analysis, lifecycle asset management, and long-term public benefit rather than short-term political or operational considerations. The Capital Improvement Program is intended to provide predictable infrastructure investment, improve project readiness, strengthen Alaska’s competitiveness for federal funding, and ensure that transportation improvements support economic development, public safety, national security, and long-term infrastructure resilience.

Administrative Impact

The Executive Director shall oversee preparation of the Capital Improvement Program in coordination with engineering, finance, planning, maintenance, and operations personnel. The program shall be updated periodically and coordinated with the Rolling Ten-Year Financial and Infrastructure Investment Plan, annual budgets, statewide transportation planning, and federal infrastructure programs.

Relationship to Existing Law

This section complements Alaska’s capital budgeting process, statewide transportation improvement planning, and applicable federal transportation programming requirements while establishing a corridor-specific capital planning framework.

Implementation Considerations

The Capital Improvement Program should remain flexible enough to respond to changing transportation demands, infrastructure conditions, funding opportunities, and emergency needs while maintaining a disciplined, long-range investment strategy. Projects should be supported by

engineering evaluations, lifecycle cost analyses, benefit-cost assessments, and measurable performance objectives.

Section 2. Project Evaluation

Purpose

Section 2 establishes uniform criteria for evaluating proposed capital projects before they are incorporated into the Capital Improvement Program. The purpose is to ensure that investment decisions are based upon objective analysis, engineering merit, fiscal responsibility, and long-term public benefit.

Summary

The Authority shall evaluate proposed capital projects using standardized criteria that may include infrastructure condition, public safety, operational efficiency, economic impact, lifecycle cost, environmental considerations, system resilience, national strategic significance, funding availability, and consistency with adopted transportation plans.

Legislative Intent

The Legislature intends project selection to be transparent, data-driven, and consistent across all infrastructure investments. Capital improvements should maximize public benefit, strengthen transportation reliability, reduce long-term maintenance costs, and support Alaska's strategic transportation objectives. Evaluation criteria are intended to promote informed decision-making while minimizing subjective or inconsistent project selection.

Administrative Impact

Engineering, planning, finance, and operations personnel shall participate in project evaluations and maintain documentation supporting project recommendations. Evaluation procedures shall be incorporated into the Authority's planning and budgeting processes.

Relationship to Existing Law

This section complements existing transportation project evaluation practices utilized by DOT&PF and federal transportation agencies while establishing corridor-specific evaluation standards.

Implementation Considerations

Evaluation methodologies should be periodically reviewed and updated to incorporate advances in engineering practice, transportation economics, asset management, climate resilience, and performance measurement. Project evaluations should remain transparent and available for legislative and public review whenever practical.

Section 3. Priority Projects

Purpose

Section 3 establishes procedures for identifying and maintaining a list of priority capital projects necessary to preserve, improve, and strengthen the Dalton District transportation system.

Summary

The Authority shall identify priority capital projects based upon engineering need, infrastructure condition, public safety, transportation reliability, strategic importance, economic development, emergency preparedness, national security considerations, and available funding. Priority projects shall be incorporated into the Capital Improvement Program and updated periodically as conditions change.

Legislative Intent

The Legislature recognizes that transportation needs frequently exceed available funding. Accordingly, capital investments should focus first on projects providing the greatest public benefit and those necessary to preserve Alaska's most strategically important transportation infrastructure. Priority projects should support long-term corridor reliability while advancing statewide and national strategic interests.

Administrative Impact

The Authority shall maintain an updated inventory of priority projects, periodically review project rankings, coordinate priorities with DOT&PF and other governmental agencies, and provide recommendations during annual budget development and capital planning.

Relationship to Existing Law

This section complements Alaska's statewide capital budgeting process and transportation programming requirements while providing a corridor-specific prioritization framework for the Dalton District.

Implementation Considerations

Priority project lists should be reviewed annually and adjusted to reflect updated engineering assessments, infrastructure conditions, transportation demand forecasts, available funding, emergency needs, and emerging strategic priorities. Whenever possible, project prioritization should incorporate measurable performance criteria and objective engineering analyses to ensure that limited public resources are invested where they produce the greatest long-term public benefit.

ARTICLE XIX — EMERGENCY POWERS

Section 1. Emergency Authority

Purpose

Section 1 establishes the Authority’s legal authority to take immediate action during emergencies affecting the Dalton District. It authorizes DDIMA to protect public safety, restore transportation services, preserve critical infrastructure, and maintain continuity of operations when extraordinary circumstances require immediate response.

Summary

The Authority may exercise emergency powers necessary to respond to natural disasters, severe weather events, infrastructure failures, hazardous material incidents, wildfires, earthquakes, permafrost degradation, public safety emergencies, national security incidents, or other events that substantially impair transportation within the Dalton District. Emergency actions may include immediate repairs, emergency contracting, temporary traffic control, deployment of personnel and equipment, and other measures necessary to protect life, property, and transportation infrastructure.

Legislative Intent

The Legislature recognizes that the Dalton District operates in one of the most challenging transportation environments in North America, where emergencies often require immediate action before normal administrative procedures can reasonably be completed. This section is intended to provide sufficient flexibility for rapid response while maintaining appropriate fiscal accountability, public oversight, and coordination with other governmental agencies. Emergency authority is intended to preserve transportation continuity, protect critical infrastructure, and minimize disruption to Alaska’s economy, public safety, and national strategic interests.

Administrative Impact

The Executive Director shall establish emergency response procedures, emergency procurement protocols, incident management systems, resource deployment plans, and documentation requirements. Authority personnel shall receive appropriate emergency response training and participate in interagency emergency preparedness exercises.

Relationship to Existing Law

This section complements the Alaska Disaster Act, Alaska emergency management statutes, DOT&PF emergency authorities, and other applicable state and federal emergency response laws. Nothing in this section supersedes the emergency powers of the Governor or other agencies established by law.

Implementation Considerations

Emergency response procedures should be regularly reviewed, exercised, and updated to reflect evolving threats, operational experience, engineering best practices, and advances in emergency management. Plans should be fully integrated with statewide emergency response systems and transportation continuity planning.

Section 2. Emergency Coordination

Purpose

Section 2 establishes procedures for coordinating emergency response activities among state agencies, federal agencies, local governments, Alaska Native organizations, public utilities, emergency responders, military organizations, and private sector partners.

Summary

The Authority shall coordinate emergency transportation operations with all governmental and nongovernmental organizations having responsibilities within the Dalton District. Coordination activities include emergency communications, resource sharing, incident command support, infrastructure restoration, public information, logistics coordination, and mutual aid agreements.

Legislative Intent

The Legislature intends emergency response within the Dalton District to function as a unified, coordinated effort rather than as independent actions by individual agencies. Effective coordination is essential to restoring transportation services, protecting critical infrastructure, supporting emergency responders, and maintaining access to strategic facilities throughout Alaska's Arctic region.

Administrative Impact

The Authority shall maintain current emergency contact lists, mutual aid agreements, incident coordination procedures, communication protocols, and emergency operations plans. The Executive Director shall serve as the Authority's primary liaison during transportation-related emergencies and coordinate closely with the Alaska Division of Homeland Security and Emergency Management, DOT&PF, the Department of Public Safety, federal agencies, and other partners.

Relationship to Existing Law

This section complements Alaska's emergency management framework, the National Incident Management System (NIMS), the Incident Command System (ICS), and applicable mutual aid statutes without altering the legal authority of participating agencies.

Implementation Considerations

Emergency coordination procedures should be exercised regularly through tabletop exercises, field training, and after-action reviews. Coordination protocols should emphasize rapid information sharing, unified command where appropriate, interoperability of communications systems, and efficient allocation of personnel, equipment, and financial resources.

Section 3. Reporting

Purpose

Section 3 establishes accountability requirements following the exercise of emergency powers by requiring documentation, evaluation, and reporting of emergency response activities.

Summary

Following any significant emergency response, the Authority shall prepare an Emergency Response Report documenting the nature of the incident, actions taken, emergency expenditures, contracts executed, coordination activities, infrastructure impacts, restoration efforts, and recommendations for improving future emergency preparedness. Reports shall be provided to the Board and made available to the Governor and Legislature as appropriate.

Legislative Intent

The Legislature intends emergency authority to be accompanied by meaningful public accountability. Emergency reporting ensures that extraordinary powers exercised during crises remain transparent, financially accountable, and subject to legislative oversight. Lessons learned from each emergency should improve future planning, infrastructure resilience, and emergency response capabilities throughout the Dalton District.

Administrative Impact

The Authority shall establish standardized reporting procedures, maintain complete records of emergency activities, document emergency expenditures, and conduct after-action evaluations following significant incidents. Findings shall be incorporated into future emergency plans, maintenance programs, infrastructure investment priorities, and training activities.

Relationship to Existing Law

This section complements Alaska public records requirements, legislative oversight responsibilities, state financial reporting statutes, and emergency management reporting requirements. It also reinforces the annual reporting and performance evaluation provisions established elsewhere in this Act.

Implementation Considerations

Emergency reports should be completed promptly following incident stabilization and should include engineering assessments, operational performance evaluations, financial summaries,

infrastructure restoration timelines, and recommendations for strengthening resilience. The Board should periodically review emergency response performance and ensure that lessons learned are integrated into future planning, maintenance standards, capital improvement programming, and interagency coordination to enhance the Authority's long-term preparedness and effectiveness.

ARTICLE XX — REPORTS AND LEGISLATIVE OVERSIGHT

Section 1. Annual Report

Purpose

Section 1 requires the Authority to prepare and publish an Annual Report documenting its activities, financial condition, operational performance, infrastructure improvements, and progress toward achieving the objectives established by this Act. The report serves as the primary accountability document between the Authority, the Governor, the Legislature, and the public.

Summary

The Authority shall prepare an Annual Report summarizing organizational activities, financial performance, maintenance accomplishments, capital improvements, asset conditions, planning initiatives, emergency response activities, federal coordination efforts, and performance measures. The report shall be submitted to the Governor and the Legislature and made available to the public.

Legislative Intent

The Legislature intends the Annual Report to provide a comprehensive and transparent assessment of the Authority's performance. Regular reporting promotes legislative oversight, public accountability, informed policymaking, and long-term continuity while allowing policymakers to evaluate whether the Authority is effectively fulfilling its statutory mission.

Administrative Impact

The Executive Director shall coordinate preparation of the report using information provided by all divisions of the Authority. Financial, engineering, planning, maintenance, operations, and administrative staff shall contribute data supporting the report.

Relationship to Existing Law

This section complements existing state reporting requirements applicable to public authorities and supports legislative oversight responsibilities.

Implementation Considerations

The Annual Report should be published on a consistent schedule, utilize standardized performance measures, and include sufficient technical information to support future planning, budgeting, and infrastructure investment decisions.

Section 2. Contents

Purpose

Section 2 establishes minimum reporting requirements to ensure consistency, completeness, and comparability of the Authority's Annual Report.

Summary

The Annual Report shall include financial statements, audit summaries, infrastructure condition assessments, maintenance performance, capital project status, asset management information, planning activities, federal funding, emergency response activities, organizational performance measures, and recommendations for future legislative or administrative action.

Legislative Intent

The Legislature intends the report to provide a complete picture of the Authority's performance while enabling informed legislative review of transportation policy, infrastructure investment, and financial stewardship.

Administrative Impact

The Authority shall maintain sufficient records throughout the year to support preparation of the Annual Report and ensure the accuracy of reported information.

Relationship to Existing Law

This section complements Alaska public financial reporting statutes, audit requirements, and government transparency laws.

Implementation Considerations

Report contents should evolve over time to reflect emerging transportation priorities, technological advancements, legislative direction, and public information needs while maintaining consistency in key performance indicators.

Section 3. Public Availability

Purpose

Section 3 ensures transparency by requiring the Authority's reports and supporting information to be readily available to the public.

Summary

Annual Reports and other public reports required by this Act shall be made available through appropriate public distribution methods, including electronic publication. Information shall remain accessible except where restricted by law.

Legislative Intent

The Legislature intends citizens, transportation users, industry partners, researchers, and policymakers to have meaningful access to information regarding the Authority's activities and performance. Transparency strengthens public confidence and promotes informed public participation.

Administrative Impact

The Authority shall establish procedures for publication, document retention, electronic access, and public requests for information.

Relationship to Existing Law

This section complements the Alaska Public Records Act, open government statutes, and applicable public disclosure requirements.

Implementation Considerations

Reports should be organized in a clear and accessible format, archived for long-term public reference, and published promptly following submission to the Governor and Legislature.

ARTICLE XXI — AUDITS AND ACCOUNTABILITY

Section 1. Independent Audit

Purpose

Section 1 requires the Authority to obtain regular independent financial audits to verify the accuracy of financial records, evaluate internal controls, and ensure responsible stewardship of public resources.

Summary

The Authority shall retain an independent certified public accounting firm to perform periodic financial audits in accordance with generally accepted auditing standards. Audit findings shall be provided to the Board and included in the Authority's Annual Report.

Legislative Intent

The Legislature intends independent audits to strengthen financial integrity, promote transparency, identify operational improvements, and reinforce public confidence in the Authority's financial management.

Administrative Impact

The Authority shall maintain financial records, cooperate with auditors, implement audit recommendations where appropriate, and ensure corrective actions are documented.

Relationship to Existing Law

This section complements Alaska public accounting requirements, generally accepted accounting principles, and state financial oversight statutes.

Implementation Considerations

Independent audits should evaluate financial reporting, internal controls, compliance, asset protection, and fiscal management practices while identifying opportunities for continuous improvement.

Section 2. Legislative Audit

Purpose

Section 2 preserves the Legislature's authority to review the Authority's operations through legislative audits.

Summary

The Authority shall cooperate fully with audits authorized by the Legislature and provide timely access to records, personnel, facilities, and information necessary to complete legislative oversight responsibilities.

Legislative Intent

The Legislature intends to retain continuing oversight of the Authority through periodic legislative audits that evaluate statutory compliance, operational effectiveness, fiscal management, and organizational performance.

Administrative Impact

The Executive Director and Authority staff shall facilitate legislative audit activities and respond to audit findings and recommendations.

Relationship to Existing Law

This section complements the authority of the Legislative Budget and Audit Committee and existing Alaska statutes governing legislative audits.

Implementation Considerations

Audit findings should be incorporated into future policy development, administrative improvements, strategic planning, and budget recommendations.

Section 3. Performance Audit

Purpose

Section 3 authorizes periodic evaluations of the Authority's operational efficiency, effectiveness, and achievement of statutory objectives beyond traditional financial auditing.

Summary

Performance audits shall evaluate organizational effectiveness, infrastructure outcomes, maintenance performance, capital project delivery, financial efficiency, planning implementation, public service, and achievement of legislative objectives.

Legislative Intent

The Legislature intends success to be measured not only by financial compliance but also by the Authority's ability to improve infrastructure condition, transportation reliability, fiscal stewardship, and long-term strategic outcomes.

Administrative Impact

The Authority shall maintain performance data, measurable objectives, and operational records sufficient to support recurring performance evaluations.

Relationship to Existing Law

This section complements Alaska governmental performance evaluation practices and reinforces the performance evaluation requirements established elsewhere in this Act.

Implementation Considerations

Performance audits should utilize objective performance measures, engineering data, financial metrics, customer service indicators, safety performance, and long-term asset management outcomes.

Section 4. Corrective Action

Purpose

Section 4 requires timely corrective action in response to audit findings, performance deficiencies, and identified operational weaknesses.

Summary

The Authority shall prepare and implement corrective action plans addressing significant findings identified through financial audits, legislative audits, performance audits, or internal reviews. Progress shall be monitored by the Board until corrective actions are completed.

Legislative Intent

The Legislature intends audits to produce meaningful improvements rather than merely documenting deficiencies. Corrective action is intended to strengthen organizational performance, improve financial management, enhance public accountability, and promote continuous improvement throughout the Authority.

Administrative Impact

The Executive Director shall assign responsibility for implementing corrective actions, monitor progress, report completion status to the Board, and incorporate lessons learned into future planning and operational procedures.

Relationship to Existing Law

This section complements state audit follow-up requirements and public accountability standards governing Alaska governmental entities.

Implementation Considerations

Corrective action plans should include specific responsibilities, implementation schedules, measurable performance objectives, periodic progress reporting, and verification that identified deficiencies have been fully resolved. Continuous monitoring should ensure that improvements become permanent elements of the Authority's governance and management practices.

ARTICLE XXII — RULEMAKING

Section 1. Rulemaking Authority

Purpose

Section 1 grants the Authority the power to adopt regulations necessary to implement and administer the provisions of this Act. It establishes rulemaking as the mechanism through which statutory direction is translated into consistent operational policies and administrative procedures.

Summary

The Authority may adopt, amend, and repeal regulations governing its programs, operations, financial management, engineering standards, procurement, maintenance activities, public participation, asset management, and other matters necessary to carry out its statutory responsibilities. Regulations shall remain consistent with this Act and applicable state law.

Legislative Intent

The Legislature intends the Authority to possess sufficient administrative flexibility to address changing transportation needs, technological advancements, engineering practices, and operational challenges without requiring frequent statutory amendments. Rulemaking authority is intended to support efficient administration while ensuring that major policy decisions remain subject to legislative control.

Administrative Impact

The Board shall oversee adoption of regulations, while the Executive Director shall coordinate rule development, legal review, public notice, and implementation. Administrative staff shall maintain official regulatory records and ensure organizational compliance.

Relationship to Existing Law

This section complements Alaska's Administrative Procedure Act and existing statutory authority governing state agency rulemaking.

Implementation Considerations

Regulations should be periodically reviewed to ensure consistency with legislative intent, engineering best practices, technological innovation, and evolving transportation policies. Existing regulations should be evaluated regularly to eliminate unnecessary administrative burdens and improve operational efficiency.

Section 2. Administrative Procedure Act

Purpose

Section 2 requires the Authority to conduct rulemaking in accordance with the Alaska Administrative Procedure Act, ensuring transparency, fairness, and public participation.

Summary

All regulations adopted by the Authority shall comply with applicable procedural requirements governing notice, public comment, legal review, filing, and adoption under Alaska law.

Legislative Intent

The Legislature intends the Authority's regulatory process to remain transparent, predictable, and accountable. Compliance with the Administrative Procedure Act ensures that interested parties have meaningful opportunities to participate in the development of regulations affecting transportation policy and Authority operations.

Administrative Impact

The Authority shall prepare public notices, conduct comment periods, maintain rulemaking records, respond to public comments, and coordinate legal review before final adoption of regulations.

Relationship to Existing Law

This section directly incorporates the requirements of the Alaska Administrative Procedure Act and related state administrative law.

Implementation Considerations

Rulemaking schedules should provide adequate opportunities for stakeholder participation while allowing timely adoption of regulations necessary for effective administration of the Authority.

Section 3. Public Notice

Purpose

Section 3 establishes public notice requirements for proposed regulations and significant regulatory actions undertaken by the Authority.

Summary

The Authority shall provide reasonable public notice of proposed regulations, public hearings, and opportunities for comment using methods reasonably calculated to inform affected stakeholders and the public.

Legislative Intent

The Legislature intends interested citizens, transportation users, Alaska Native organizations, local governments, industry representatives, and other stakeholders to receive timely notice of

regulatory actions that may affect transportation operations or infrastructure management within the Dalton District.

Administrative Impact

The Authority shall establish public notification procedures, maintain mailing and electronic distribution lists, publish required notices, and preserve documentation demonstrating compliance with notice requirements.

Relationship to Existing Law

This section complements Alaska public notice statutes and the notice provisions of the Administrative Procedure Act.

Implementation Considerations

Whenever practical, public notices should utilize multiple communication methods, including electronic publication, to maximize accessibility, transparency, and meaningful public participation.

ARTICLE XXIII — TRANSITION AND IMPLEMENTATION

Section 1. Initial Board

Purpose

Section 1 establishes the procedures for appointing and organizing the Authority’s initial Board of Directors. It provides the governance framework necessary to begin implementation of the Act and ensures that the Authority has a functioning governing body responsible for overseeing its transition into full operation.

Summary

The initial Board shall be appointed in accordance with this Act and shall organize the Authority by electing officers, adopting initial bylaws and policies, establishing committees, and exercising all powers necessary to begin implementation of the Authority’s statutory responsibilities.

Legislative Intent

The Legislature intends the Authority to begin operations under experienced, representative, and accountable leadership. The initial Board is expected to establish the organizational culture, governance standards, and long-term strategic direction of DDIMA while ensuring continuity of transportation operations throughout the Dalton District.

Administrative Impact

The Governor shall appoint the initial Board members, who shall convene organizational meetings, adopt governing policies, appoint committees, and initiate implementation activities. Administrative support shall be provided until permanent staffing is established.

Relationship to Existing Law

This section complements Alaska statutes governing appointments to public authorities while implementing the governance provisions established earlier in this Act.

Implementation Considerations

The initial Board should prioritize governance policies, ethics standards, financial controls, organizational planning, and recruitment of executive leadership to facilitate an orderly transition into full Authority operations.

Section 2. Executive Director

Purpose

Section 2 authorizes the initial Board to appoint the Executive Director responsible for managing implementation of the Authority and establishing day-to-day operations.

Summary

The Board shall recruit and appoint an Executive Director who shall oversee organizational development, staffing, budgeting, planning, financial management, coordination with governmental agencies, and implementation of the Authority's statutory responsibilities.

Legislative Intent

The Legislature intends the Executive Director to provide stable administrative leadership during the Authority's formative period while developing an organization capable of fulfilling its long-term transportation mission.

Administrative Impact

The Executive Director shall begin establishing administrative systems, recruiting personnel, developing operational procedures, coordinating interagency activities, and implementing Board policies.

Relationship to Existing Law

This section complements the Executive Director appointment provisions established in Article V while providing specific authority for the Authority's initial implementation period.

Implementation Considerations

Selection of the Executive Director should emphasize executive leadership, transportation management experience, financial oversight, strategic planning, public administration, and familiarity with Alaska's transportation infrastructure and Arctic operating environment.

Section 3. Memorandum of Understanding

Purpose

Section 3 authorizes the Authority to negotiate and execute Memoranda of Understanding (MOUs) with the Department of Transportation and Public Facilities and other governmental entities to facilitate the orderly transition of responsibilities.

Summary

The Authority may enter into MOUs establishing procedures for cooperation, information sharing, administrative support, personnel coordination, operational responsibilities, project management, financial administration, and other transitional activities necessary to implement this Act.

Legislative Intent

The Legislature intends implementation to occur cooperatively rather than disruptively. Memoranda of Understanding are intended to clearly define responsibilities during the transition period while preserving continuity of transportation operations and minimizing administrative uncertainty.

Administrative Impact

The Executive Director shall negotiate transition agreements subject to Board approval and coordinate implementation with participating governmental agencies.

Relationship to Existing Law

This section complements Alaska statutes authorizing intergovernmental agreements and cooperative administrative arrangements between public agencies.

Implementation Considerations

MOUs should clearly define responsibilities, timelines, financial obligations, reporting requirements, dispute resolution procedures, and transition milestones while maintaining uninterrupted transportation services throughout the Dalton District.

Section 4. Initial Plans

Purpose

Section 4 requires preparation of the initial planning documents necessary for the Authority to begin carrying out its statutory responsibilities.

Summary

Following organization of the Authority, the Board shall direct preparation of the initial strategic, financial, operational, maintenance, capital improvement, and infrastructure planning documents required under this Act. These plans shall establish implementation priorities and provide the framework for long-term Authority operations.

Legislative Intent

The Legislature intends the Authority to begin implementation using coordinated planning rather than isolated administrative actions. Early preparation of planning documents establishes organizational priorities, improves resource allocation, and creates a foundation for long-term infrastructure management.

Administrative Impact

The Executive Director shall coordinate preparation of required planning documents with engineering, maintenance, finance, planning, and administrative staff while consulting with governmental agencies and stakeholders.

Relationship to Existing Law

This section implements the planning requirements established throughout this Act and complements statewide transportation planning requirements under Alaska law.

Implementation Considerations

Initial planning efforts should emphasize organizational readiness, infrastructure assessment, financial sustainability, asset management, and coordination with existing statewide transportation planning initiatives while identifying early implementation priorities.

Section 5. Initial Annual Report

Purpose

Section 5 requires preparation of the Authority's first Annual Report documenting organizational development, implementation progress, and accomplishments during its initial period of operation.

Summary

Following completion of its first year of operation, the Authority shall prepare an Initial Annual Report describing implementation activities, organizational development, financial condition, planning accomplishments, staffing, infrastructure initiatives, coordination efforts, and recommendations for continued implementation.

Legislative Intent

The Legislature intends the Initial Annual Report to provide policymakers with a comprehensive assessment of the Authority's establishment and organizational progress. The report serves as an important benchmark for evaluating whether implementation is proceeding consistent with legislative intent and identifying any statutory or administrative improvements that may be warranted.

Administrative Impact

The Executive Director shall coordinate preparation of the Initial Annual Report using information from all organizational divisions. The report shall be reviewed by the Board before submission to the Governor and Legislature.

Relationship to Existing Law

This section complements the annual reporting requirements established in Article XX while providing a specific reporting requirement focused on organizational implementation during the Authority's first year.

Implementation Considerations

The Initial Annual Report should establish baseline performance measures, document lessons learned during implementation, identify any organizational challenges, evaluate progress toward implementation milestones, and recommend future legislative or administrative actions that will strengthen the Authority's long-term effectiveness. It should serve as the foundation for all

subsequent annual reports and provide a clear record of the Authority's successful transition from legislative concept to fully operational public authority.

ARTICLE XXIV — EFFECTIVE DATE

Section 1. Effective Date

Purpose

Section 1 establishes the date upon which this Act becomes effective and provides the legal authority for the implementation of the Dalton District Infrastructure and Maintenance Authority (DDIMA). It identifies the point at which the Authority may begin exercising the powers and responsibilities granted under this Act.

Summary

This section specifies the effective date of the Act in accordance with Alaska law and authorizes implementation activities to begin upon that date. Following the effective date, appointments, organizational activities, administrative actions, and implementation planning may proceed as authorized by this Act.

Legislative Intent

The Legislature intends the Authority to begin implementation in an orderly and timely manner while providing sufficient opportunity for appointments, organizational development, administrative preparation, and interagency coordination. Establishing a clear effective date provides certainty for governmental agencies, stakeholders, and the public while ensuring a smooth transition into Authority operations.

Administrative Impact

State agencies, the Governor, the Board of Directors, and the Executive Director shall begin implementation activities consistent with the effective date established by this section. Administrative schedules, appointments, and implementation milestones shall be coordinated accordingly.

Relationship to Existing Law

This section is consistent with Alaska statutes governing the effective dates of legislation and implementation of newly established public entities.

Implementation Considerations

Implementation schedules should be developed well in advance of the effective date to ensure the Authority can begin operations efficiently and without unnecessary delay.

Section 2. Immediate Authority

Purpose

Section 2 authorizes those implementation activities that must occur immediately following enactment in order to facilitate timely establishment of the Authority before full operational responsibilities commence.

Summary

The Governor, initial Board of Directors, and designated state agencies may undertake preliminary organizational actions necessary to establish the Authority, including appointments, recruitment of the Executive Director, administrative preparation, interagency coordination, and execution of transition agreements.

Legislative Intent

The Legislature recognizes that certain administrative actions must begin immediately in order to avoid unnecessary delays in implementation. This section authorizes those preliminary activities while preserving the effective date governing full Authority operations.

Administrative Impact

Implementation planning, recruitment, administrative organization, policy development, and transition coordination may begin immediately upon authorization provided by this Act.

Relationship to Existing Law

This section complements Alaska administrative law governing implementation of newly enacted legislation and executive appointment authority.

Implementation Considerations

Immediate implementation activities should remain limited to organizational preparation and should avoid assuming operational responsibilities before the Authority is fully established under the provisions of this Act.

Section 3. Severability

Purpose

Section 3 establishes that if any provision of this Act is declared invalid or unconstitutional, the remaining provisions shall continue in full force and effect to the maximum extent permitted by law.

Summary

If any section, subsection, sentence, clause, or application of this Act is held invalid by a court of competent jurisdiction, that determination shall not affect the validity or enforceability of the remaining provisions of the Act.

Legislative Intent

The Legislature intends the statutory framework establishing DDIMA to remain effective even if one or more provisions are subsequently challenged or invalidated. The severability clause protects the Legislature's overall policy objectives and preserves the Authority's continued operation whenever legally possible.

Administrative Impact

The Authority shall continue operating under all valid provisions of this Act following any judicial determination affecting individual sections.

Relationship to Existing Law

This section is consistent with established principles of statutory construction and Alaska case law regarding severability of legislative enactments.

Implementation Considerations

Should litigation affect any portion of the Act, the Board and legal counsel should promptly evaluate operational impacts and recommend any legislative amendments necessary to preserve the Legislature's intent while maintaining uninterrupted Authority operations.

Section 4. Construction

Purpose

Section 4 establishes the general rules governing interpretation of this Act and directs that its provisions be construed broadly to accomplish the Legislature's stated purposes of creating a modern, accountable, and strategically focused transportation authority for the Dalton District.

Summary

The provisions of this Act shall be liberally construed to carry out their intended purposes, promote efficient administration, preserve public ownership of transportation infrastructure, strengthen coordination among governmental entities, encourage long-term infrastructure stewardship, and advance the public interest. Nothing contained in this Act shall be interpreted to diminish the constitutional authority of the State of Alaska or to impair the lawful authority of other governmental entities except as expressly provided herein.

Legislative Intent

The Legislature intends this Act to function as comprehensive enabling legislation establishing a permanent framework for managing one of Alaska's most strategically significant transportation corridors. Courts, governmental agencies, and the Authority should interpret its provisions consistently with the legislative findings and policy objectives contained throughout this Act. Any ambiguity should be resolved in favor of preserving efficient transportation management, long-term infrastructure stewardship, public accountability, intergovernmental cooperation, and the continued advancement of Alaska's statewide and national strategic transportation interests.

Administrative Impact

The Board, Executive Director, legal counsel, and all Authority personnel shall apply this interpretive standard when developing policies, adopting regulations, executing agreements, and administering the Authority's statutory responsibilities.

Relationship to Existing Law

This section complements Alaska's general rules of statutory interpretation while reinforcing the legislative findings, purposes, and public policy declarations established throughout this Act. It serves as the controlling interpretive provision for Chapter 1.

Implementation Considerations

This section should guide interpretation of all provisions within Chapter 1 and should be consulted whenever uncertainty exists regarding legislative intent or administrative authority. By directing liberal construction in furtherance of the Act's objectives, it provides continuity across all twenty-five articles and reinforces the Legislature's commitment to long-term transportation stewardship, fiscal responsibility, engineering excellence, public accountability, and strategic infrastructure management for the Dalton District.

ARTICLE XXV — FISCAL FRAMEWORK AND LONG-TERM FINANCIAL SUSTAINABILITY

Section 1. Purpose

The Dalton District Infrastructure and Maintenance Authority (DDIMA) is intended to operate as a public corporation of the State of Alaska, managed in accordance with public enterprise principles similar to those employed by other successful state public corporations such as the Alaska Railroad Corporation and the Alaska Industrial Development and Export Authority (AIDEA). As a public corporation, DDIMA is designed to combine the public accountability expected of a state entity with the financial flexibility, long-term planning, and operational efficiency necessary to manage one of Alaska's most strategically significant transportation corridors.

The purpose of this fiscal framework is to establish a stable and sustainable financial structure that emphasizes preservation of existing infrastructure, predictable long-term funding, responsible stewardship of public assets, and maximum utilization of state and federal resources. Unlike a traditional state agency dependent upon annual appropriations, the Authority is intended to operate with independent financial management, multi-year budgeting, dedicated reserve funds, and long-range capital planning that extends well beyond a single legislative budget cycle.

The Dalton Highway is not merely another state highway. It serves as the primary transportation corridor supporting Alaska's North Slope energy production, critical mineral development, Arctic research, military readiness, emergency response, and numerous other national interests. Because the corridor serves interests extending well beyond those of its direct users, its funding structure should likewise reflect shared responsibility among the State of Alaska, the federal government, and the industries that benefit from reliable access.

Section 2. Financial Philosophy

The financial philosophy of DDIMA is founded upon the principle that preserving infrastructure is substantially less expensive than rebuilding infrastructure after deterioration has occurred. Decades of deferred maintenance have demonstrated that postponing routine preservation ultimately results in exponentially higher reconstruction costs, increased operational disruptions, and reduced public safety. Consequently, the Authority is intended to prioritize preventative maintenance, lifecycle asset management, and long-term investment over short-term budget reductions.

Financial stability is equally important. The Authority should be insulated, to the greatest extent practicable, from the uncertainty associated with annual budget fluctuations. Stable funding enables long-term contracting, efficient equipment replacement, workforce retention, and proactive infrastructure management, all of which reduce overall lifecycle costs.

The Authority shall also pursue every available federal funding opportunity. Federal formula programs, discretionary grants, and emergency infrastructure funding should be viewed not as supplemental revenue, but as essential components of the Authority's overall financial strategy. By maintaining professional engineering, planning, and grant administration capabilities, DDIMA will be positioned to compete successfully for federal infrastructure funding while reducing the financial burden placed upon Alaska taxpayers.

Commercial users of the Dalton Highway likewise play an important role in preserving the corridor. However, those users already contribute substantially through fuel taxes, vehicle registration fees, permit fees, and the considerable costs associated with operating in one of North America's most challenging transportation environments. Accordingly, any commercial user contributions envisioned by the Authority should remain modest, predictable, and dedicated exclusively to improving corridor maintenance and operations. The intent is not to shift the financial responsibility for maintaining a public highway onto industry, but rather to establish a cooperative partnership recognizing that the benefits of the Dalton Highway extend far beyond the commercial transportation sector.

Section 3. Annual Operating Budget

Based upon current maintenance expenditures, projected staffing requirements, lifecycle asset management principles, and anticipated operational responsibilities, the Authority estimates that an annual operating budget of approximately \$43 million is necessary to properly maintain and operate the Dalton Highway corridor.

Current expenditures of approximately \$20 million annually have generally allowed the Department of Transportation and Public Facilities to maintain essential operations and respond to emergencies. However, those funding levels have not consistently supported preventative maintenance, adequate gravel replacement, drainage improvements, bridge preservation, equipment replacement, or sufficient staffing necessary to preserve the corridor in a long-term state of good repair. As a result, deferred maintenance continues to accumulate, increasing future reconstruction costs and reducing system reliability.

Under the proposed fiscal framework, approximately \$18 million annually would support routine highway maintenance and field operations, including snow and ice control, surface maintenance, drainage improvements, and maintenance station operations. Approximately \$7 million would support equipment maintenance and scheduled fleet replacement, ensuring that heavy equipment remains reliable and available throughout the year. Engineering, technical services, bridge inspections, geotechnical engineering, environmental compliance, and project development would require approximately \$4 million annually.

Emergency operations, incident response, weather monitoring, communications systems, and disaster preparedness would account for approximately \$5 million each year, reflecting the unique operational demands of Alaska's Arctic environment. Administrative functions, including finance, procurement, human resources, legal support, grants management, and public

communications, are estimated at approximately \$4 million annually. Finally, approximately \$5 million would support planning, asset management, Geographic Information Systems (GIS), Intelligent Transportation Systems (ITS), data collection, and long-range corridor planning.

Collectively, these investments represent the estimated level of annual funding necessary to transition the Dalton Highway from a reactive maintenance model to a proactive asset preservation program designed to maximize safety, reliability, and long-term fiscal responsibility.

Section 4. Revenue Framework

The Authority's financial structure should rely upon a diversified portfolio of revenue sources rather than dependence upon any single funding mechanism. Diversification increases long-term financial stability while reducing the risks associated with changes in state appropriations, federal funding priorities, or economic conditions.

State general fund appropriations should remain the largest single source of operational funding, reflecting Alaska's responsibility to maintain one of its most economically significant transportation corridors. Federal highway formula funding and discretionary infrastructure grants should provide substantial additional support, particularly for engineering, resilience improvements, bridge preservation, and major rehabilitation projects.

Revenues generated from pipeline and energy-sector right-of-way agreements, permits, and utility occupancy fees should be deposited into the Capital Improvement Account of the Dalton District Infrastructure Fund, providing another dedicated source of revenue directly supporting the transportation infrastructure serving Alaska's energy economy. Additional revenues may be generated through leases and other miscellaneous activities associated with corridor management.

Commercial user contributions, if adopted, should remain intentionally modest. Unlike toll facilities, DDIMA is not intended to finance highway operations primarily through user fees. Instead, modest contributions from heavy commercial users should recognize the value of dependable transportation infrastructure while acknowledging that those same industries already contribute significantly to Alaska's economy and tax base. This approach preserves the fundamental principle that the Dalton Highway is a public asset serving statewide and national interests, not simply a private industrial access road.

Section 5. Capital Investment and Long-Term Sustainability

Separate from its annual operating budget, DDIMA should maintain a comprehensive capital improvement program dedicated to preserving and modernizing corridor infrastructure. Major bridge replacements, reconstruction projects, permafrost stabilization, communications systems, maintenance facilities, and intelligent transportation technologies require investment horizons extending well beyond annual operating budgets.

Similarly, the Authority should establish dedicated reserve funds supporting equipment replacement, emergency response, bridge preservation, federal grant matching requirements, and operational contingencies. Maintaining financial reserves is consistent with the practices of successful public corporations and will improve the Authority's ability to respond quickly to natural disasters, flooding, infrastructure failures, and other unforeseen events without disrupting routine maintenance operations.

Finally, these capital and reserve planning activities should be fully integrated into the Rolling Ten-Year Financial and Infrastructure Investment Plan established under Article X, Section 3A, rather than maintained as a separate instrument. That plan should include projected revenues, operating expenditures, capital improvement priorities, equipment replacement schedules, deferred maintenance assessments, federal grant strategies, and measurable performance objectives. Such long-range planning will provide the Governor, Legislature, stakeholders, and the public with a transparent understanding of the Authority's financial condition while ensuring that investment decisions are based upon lifecycle asset management principles rather than short-term budget considerations.

Through this fiscal framework, the Dalton District Infrastructure and Maintenance Authority is intended to provide a financially sustainable model capable of preserving one of Alaska's most critical transportation assets for future generations while supporting the state's economic development, national security interests, and Arctic transportation needs.