

National Strategic Infrastructure Corridor Initiative

Volume III

Draft Alaska Legislation

Dalton District Infrastructure & Maintenance Authority Act

Proposed Legislation to Establish the Dalton District Infrastructure & Maintenance Authority (DDIMA) and the Dalton District Infrastructure Fund

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July 2026

Prepared for:

Alaska State Legislature

Governor of Alaska

Alaska Department of Transportation & Public Facilities

Alaska Department of Law

Alaska Department of Revenue

Transportation Stakeholders

Prepared by:

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National Strategic Infrastructure Corridor Initiative

Volume III - Dalton District Infrastructure & Maintenance Authority Act

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Document Description

This volume presents proposed Alaska legislation to establish the **Dalton District Infrastructure & Maintenance Authority (DDIMA)** and the **Dalton District Infrastructure Fund**.

The proposed legislation defines the authority's purpose, governance structure, powers, duties, funding mechanisms, planning responsibilities, and relationship with the Alaska Department of Transportation and Public Facilities and other state agencies.

The legislation is intended to provide a long-term framework for the maintenance, operation, improvement, and preservation of transportation infrastructure within the Dalton District while supporting infrastructure that serves Alaska and the national interest.

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Distribution Statement

This document is a working draft prepared for review, discussion, and policy development. It may be distributed to federal, state, local, tribal, industry, and other interested stakeholders.

The proposed statutory language, organizational structure, funding provisions, and policy recommendations contained in this volume remain subject to legal review, legislative drafting, agency consultation, and further revision.

Distribution does not constitute endorsement or adoption by the State of Alaska, any federal agency, the Alaska State Legislature, or any other organization referenced in this document.

Revision History

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1.0	July 2026	Initial Working Draft

Letter of Transmittal

National Strategic Infrastructure Corridor Initiative

Volume III – Draft Alaska Legislation

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, the Department of Law, the Department of Revenue, transportation professionals, industry stakeholders, Alaska Native organizations, local governments, and the citizens of Alaska:

I am pleased to transmit **Volume III of the National Strategic Infrastructure Corridor Initiative**, *Draft Alaska Legislation—Dalton District Infrastructure & Maintenance Authority Act*. This volume presents proposed statutory language establishing the Dalton District Infrastructure & Maintenance Authority (DDIMA) as a public corporation and instrumentality of the State of Alaska, together with the Dalton District Infrastructure Fund and the statutory framework necessary to support the long-term stewardship of one of Alaska’s most strategically important transportation corridors.

The legislation presented in this volume represents the transition from policy development to statutory implementation. While Volumes I and II establish the national interest, policy justification, governance concepts, and organizational framework supporting the Initiative, this volume translates those principles into proposed Alaska law. Its purpose is to provide a comprehensive legislative framework capable of strengthening long-term planning, infrastructure preservation, financial accountability, and strategic coordination while preserving the constitutional and statutory authority of the Alaska Department of Transportation & Public Facilities.

The proposed legislation recognizes that the Dalton District is unlike any other transportation system within the State of Alaska. Its importance extends well beyond traditional highway transportation by supporting North Slope energy production, critical mineral development, Arctic operations, emergency response, military readiness, telecommunications infrastructure, scientific research, and interstate commerce. As demands placed upon the corridor continue to expand, Alaska requires a governance structure capable of balancing day-to-day operational responsibilities with long-range infrastructure planning, sustainable funding, and strategic investment.

Accordingly, this legislation establishes DDIMA not as a separate executive department, but as a public corporation attached to the Department of Transportation & Public Facilities for administrative purposes. This organizational structure follows well-established Alaska models, including the Alaska Railroad Corporation and the Alaska Housing Finance Corporation, providing dedicated leadership and financial flexibility while maintaining statewide transportation coordination and legislative oversight. The legislation also creates the Dalton

District Infrastructure Fund, establishes fiduciary responsibilities for the Authority’s Board and Executive Director, authorizes comprehensive planning and asset management, and provides a framework for cooperation among state agencies, federal partners, Alaska Native organizations, local governments, industry, and other stakeholders.

This document is intentionally presented as a **working draft**. It is intended to facilitate discussion, technical review, legal refinement, and legislative consideration rather than serve as a final bill for introduction. The statutory language will benefit from continued collaboration among policymakers, attorneys, transportation professionals, engineers, financial experts, industry representatives, and the public before formal legislative action is considered.

This volume should be read together with **Volume III-A**, which provides a detailed section-by-section legislative analysis explaining the purpose and intended operation of each provision; **Volume II**, which establishes the policy and organizational framework supporting the legislation; **Volume IV**, which contains complementary recommendations for federal statutory amendments; and **Volume VI**, which outlines the implementation strategy following enactment. Together, these publications provide a complete roadmap from policy concept through statutory language, legislative intent, and practical implementation.

It is my hope that this proposed legislation contributes to a thoughtful discussion regarding the future governance of the Dalton District and provides Alaska with a durable framework for preserving infrastructure that serves not only the State of Alaska, but the broader national interest for generations to come.

Respectfully submitted,

Roger Brown

Author, *National Strategic Infrastructure Corridor Initiative*

Fairbanks, Alaska

July 2026

Foreword

Reliable transportation infrastructure is essential to Alaska’s economy, public safety, national defense, and responsible resource development. While the Dalton Highway has become one of the nation’s most strategically significant transportation corridors, Alaska currently lacks a dedicated statutory framework focused exclusively on its long-term stewardship.

This volume presents draft legislation establishing the **Dalton District Infrastructure & Maintenance Authority (DDIMA)** and the **Dalton District Infrastructure Fund**. Together, these proposals are intended to provide a governance structure capable of planning, funding, maintaining, and improving transportation infrastructure within the Dalton District while supporting the corridor’s expanding role in energy production, critical minerals, military readiness, Arctic logistics, and economic development.

The legislation contained in this volume is intended to serve as a starting point for discussion among policymakers, transportation professionals, industry representatives, and the public. It is offered as a framework that may be refined through legislative review, stakeholder engagement, and continued collaboration.

The recommendations presented throughout this volume complement the broader objectives of the *National Strategic Infrastructure Corridor Initiative* and are intended to ensure that transportation infrastructure serving the national interest receives the long-term planning, operational support, and dedicated stewardship necessary for future generations.

Preface

Volume III of the *National Strategic Infrastructure Corridor Initiative* contains proposed Alaska legislation to establish the **Dalton District Infrastructure & Maintenance Authority (DDIMA)** and the **Dalton District Infrastructure Fund**.

The proposed legislation provides a statutory framework for managing transportation infrastructure within the Dalton District through dedicated governance, long-range planning, sustainable funding, and coordinated maintenance and operations. The legislation is designed to complement existing responsibilities of the Alaska Department of Transportation and Public Facilities while recognizing the unique operational, environmental, and strategic demands of the Dalton Highway corridor.

The concepts presented in this volume build upon the strategic framework established in Volumes I and II and are intended to support future state and federal transportation policy initiatives. While the legislative language is presented in bill format, it remains a working draft subject to additional legal review, technical refinement, agency coordination, and legislative consideration.

This volume should be read in conjunction with the remaining publications in the series, which together provide the policy foundation, legislative framework, supporting analysis, technical documentation, and implementation strategies for the National Strategic Infrastructure Corridor Initiative.

Executive Summary - Draft Alaska Legislation

Dalton District Infrastructure & Maintenance Authority Act

This volume presents proposed Alaska legislation establishing the **Dalton District Infrastructure & Maintenance Authority (DDIMA)** as a public corporation and instrumentality of the State of Alaska, attached to the Alaska Department of Transportation & Public Facilities (DOT&PF) for administrative purposes. The legislation provides the statutory framework necessary to strengthen the long-term planning, financing, stewardship, and management of the Dalton District while preserving State ownership, operational authority, and the existing responsibilities of DOT&PF.

The proposed legislation is founded on the principle that certain transportation corridors provide benefits extending beyond the jurisdictions in which they are located. The Dalton District serves as Alaska's primary surface transportation connection to the North Slope and supports nationally significant energy production, critical mineral development, Arctic operations, telecommunications infrastructure, emergency response, and interstate commerce. As these strategic responsibilities continue to expand, the corridor requires governance and planning tools that complement traditional transportation management practices.

The legislation establishes DDIMA as a public corporation and instrumentality of the State of Alaska, attached to DOT&PF, dedicated to long-term corridor stewardship. Rather than replacing existing departmental responsibilities, DDIMA is intended to enhance coordination, improve strategic planning, strengthen financial management, and provide a permanent organizational framework focused exclusively on the Dalton District.

Key provisions of the proposed legislation include establishment of the Dalton District Infrastructure & Maintenance Authority, creation of a multi-disciplinary Board of Directors representing public and private interests, recognition of fiduciary responsibilities for Board members and executive leadership, creation of the Dalton District Infrastructure Fund with separate accounts for operating, capital, emergency, and grant revenues, authority to prepare Corridor Management Plans and a rolling 10-Year Capital Improvement Program, a requirement for recurring Future Demand Assessments to evaluate anticipated transportation needs associated with energy, mining, defense, telecommunications, and other emerging industries, integration of asset management, performance measurement, and lifecycle cost analysis into long-term planning, annual reporting to the Governor, Legislature, and the public regarding infrastructure condition, financial performance, and implementation progress, and authority to coordinate with federal agencies, local governments, Tribal organizations, industry partners, and other stakeholders.

The legislation also establishes administrative procedures governing appointments, ethics, financial controls, auditing, procurement, interagency coordination, and implementation. These provisions are intended to promote transparency, accountability, and responsible stewardship of public resources while maintaining flexibility to respond to evolving transportation needs.

Importantly, the proposed legislation does not create an entirely new executive department operating independently of Alaska’s existing government structure. Instead, DDIMA is established as a public corporation and instrumentality of the State of Alaska, attached to DOT&PF for administrative purposes—consistent with how Alaska has long structured similar bodies, such as the Alaska Railroad Corporation and the Alaska Housing Finance Corporation. This structure preserves the Department’s statutory authority over statewide transportation while providing DDIMA the corporate powers, dedicated leadership, and continuity necessary to steward one of Alaska’s most strategically significant transportation corridors.

This draft legislation is intended as a policy framework for discussion and refinement. It is not presented as a final legislative product, but as a comprehensive starting point for collaboration among the Alaska Legislature, the Governor, DOT&PF, the Department of Law, industry stakeholders, Tribal organizations, local governments, and the public.

Volume III should be read in conjunction with Volume II, which explains the policy rationale and organizational framework supporting DDIMA; Volume III-A, which provides a section-by-section analysis of the proposed legislation; Volume IV, which presents complementary amendments to Title 23, United States Code; and Volume VI, which establishes the implementation strategy following enactment.

Together, these volumes provide a comprehensive roadmap for establishing a governance model that strengthens long-term stewardship of transportation infrastructure serving both Alaska and the Nation.

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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

DOE — U.S. Department of Energy

DOT — U.S. Department of Transportation

Transportation Planning

NSICI — National Strategic Infrastructure Corridor Initiative

STIP — Statewide Transportation Improvement Program

Transportation & Infrastructure

GIS — Geographic Information System

Alaska-Specific Examples

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.

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 Interest

The collective economic, security, energy, defense, emergency preparedness, environmental, and societal objectives supported by transportation infrastructure.

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.

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

The Alaska State Legislature finds that:

(a) The Dalton District, consisting of the Elliott Highway from Milepost 28 to Milepost 152, the Dalton Highway from Milepost 0 to Milepost 414, and the Tofty Road, constitutes Alaska's only year-round overland transportation corridor connecting Interior Alaska with the North Slope and Arctic Ocean, with the Elliott Highway from Milepost 28 to Milepost 73 and the Dalton Highway from Milepost 0 to Milepost 414 forming the continuous through-route.

(b) The Elliott Highway from Milepost 73 to Milepost 152 and the Tofty Road, while part of the Dalton District, are geographically separate from this continuous corridor route and do not carry through traffic between Interior Alaska and the North Slope. These segments are maintained by the same state maintenance organization responsible for the adjoining portion of the Elliott and Dalton Highways, and they provide essential surface access to the Eureka and Tofty mining districts and to the Native Villages of Rampart and Tanana on the Yukon River.

(c) The Dalton District serves a unique and essential public purpose by supporting the movement of people, goods, equipment, fuel, emergency services, and materials necessary for the continued operation of critical public and private infrastructure.

(d) The corridor provides primary surface access supporting the Trans-Alaska Pipeline System, North Slope oil and gas production, Arctic communities, tourism, scientific research, emergency response, public safety, and future transportation needs associated with domestic energy production, critical mineral development, military readiness, and other nationally significant activities.

(e) The Dalton District is unlike any other transportation corridor within the State of Alaska because of its remote location, Arctic operating environment, limited construction season, and strategic importance to both the State of Alaska and the United States.

(f) The Dalton District's gravel roadway surface overlies areas of discontinuous and increasingly unstable permafrost. Unlike a paved highway, which deteriorates on a predictable multi-year resurfacing cycle, a gravel road built over permafrost is subject to differential frost heave and thaw settlement that can visibly distort the roadway surface within a single season. Maintaining safe and reliable travel therefore requires continuous regrading, drainage repair, and replenishment of roadway material rather than periodic resurfacing, a maintenance profile fundamentally different from that assumed by conventional state highway funding and scheduling practices.

(g) The Legislature recognizes that climate change, permafrost degradation, increased flooding, erosion, changing hydrologic conditions, and increasing heavy commercial traffic are placing

growing demands upon the corridor that require long-term planning, engineering innovation, and sustained investment.

(h) The Legislature further finds that preserving the Dalton District through preventive maintenance, lifecycle asset management, and resilient infrastructure investments is more cost-effective than relying primarily upon emergency repairs or deferred maintenance.

(i) The Legislature recognizes that the continued reliability of the Dalton District directly affects Alaska's economy, public safety, resource development, Arctic communities, and the national interests of the United States.

(j) Existing statewide transportation governance has served Alaska well; however, the Dalton District's unique operational requirements and strategic significance justify the establishment of a specialized authority dedicated exclusively to its long-term stewardship while maintaining coordination with the Department of Transportation and Public Facilities.

(k) The Legislature further finds that the creation of a dedicated transportation authority will improve Alaska's ability to coordinate state, federal, local, tribal, military, and private-sector investments while promoting accountability, transparency, fiscal responsibility, and long-term infrastructure planning.

(l) It is in the public interest to establish a governance structure capable of preserving, maintaining, financing, operating, and improving the Dalton District for the benefit of present and future generations of Alaskans.

Section 2. Purpose

The purpose of this Act is to:

- (a)** Establish the Dalton District Infrastructure & Maintenance Authority as a public corporation and instrumentality of the State of Alaska.
- (b)** Provide dedicated governance for the long-term planning, financing, maintenance, operation, preservation, and improvement of the Dalton District.
- (c)** Promote the safe, reliable, and efficient movement of people and freight throughout the corridor.
- (d)** Improve coordination among state agencies, federal agencies, Alaska Native organizations, local governments, industry, and other stakeholders.
- (e)** Strengthen Alaska's ability to obtain federal assistance and develop innovative financing strategies for transportation infrastructure.
- (f)** Protect public investments through comprehensive asset management, preventive maintenance, and long-term capital planning.
- (g)** Improve the resilience of the Dalton District to changing environmental conditions, natural hazards, and future transportation demands.
- (h)** Support continued domestic energy production, critical mineral development, national defense, public safety, emergency response, scientific research, tourism, and sustainable economic development.
- (i)** Promote responsible stewardship of one of Alaska's most strategically significant transportation corridors through transparent governance, measurable performance standards, and legislative oversight.

Section 3. Legislative Intent

It is the intent of the Legislature that:

1. The Dalton District shall remain a publicly owned transportation corridor under the authority of the State of Alaska.
2. The Department of Transportation and Public Facilities shall continue to serve as Alaska's principal transportation agency.
3. The Dalton District Infrastructure & Maintenance Authority shall complement, and not replace, the authority and responsibilities of the Department of Transportation and Public Facilities.
4. The Authority shall provide dedicated corridor governance, long-term strategic planning, financial flexibility, and coordination among public and private partners.
5. The Authority shall emphasize preventive maintenance, lifecycle asset management, fiscal responsibility, and resilient infrastructure.
6. The Authority shall operate transparently and remain accountable to the Governor, the Legislature, and the people of Alaska.
7. The Authority shall preserve and strengthen the Dalton District as a transportation corridor of statewide and national significance.

Article II - Definitions

Unless the context clearly requires otherwise, the following definitions apply throughout this chapter.

Section 1. Definitions

(a) “Authority”

“Authority” means the **Dalton District Infrastructure & Maintenance Authority (DDIMA)** established under this chapter.

(b) “Board”

“Board” means the Board of Directors of the Dalton District Infrastructure & Maintenance Authority.

(c) “Dalton District”

“Dalton District” means the state transportation jurisdiction consisting of:

1. The Elliott Highway from Milepost 28 to Milepost 152;
2. The Dalton Highway from Milepost 0 to Milepost 414; and
3. The Tofty Road;

including all associated rights-of-way, bridges, culverts, maintenance stations, material sites, maintenance camps, pullouts, safety facilities, drainage structures, appurtenances, easements, and transportation assets owned or maintained by the State within the boundaries established by law.

(d) “Department”

“Department” means the Alaska Department of Transportation and Public Facilities (DOT&PF).

(e) “Commissioner”

“Commissioner” means the Commissioner of the Department of Transportation and Public Facilities.

(f) “District Infrastructure Fund”

“Fund” means the Dalton District Infrastructure Fund established under this chapter.

(g) “Infrastructure”

“Infrastructure” includes roads, bridges, culverts, drainage systems, embankments, slopes, gravel sources, maintenance facilities, equipment, communications systems, intelligent transportation systems, utilities, safety devices, signage, traffic control devices, and other transportation assets necessary for operation of the Dalton District.

(h) “Maintenance”

“Maintenance” means routine, preventive, corrective, emergency, and capital preservation activities necessary to maintain the Dalton District in a safe and serviceable condition.

Maintenance includes, but is not limited to:

- Snow and ice removal
- Grading
- Dust suppression
- Gravel replacement
- Surface stabilization
- Drainage maintenance
- Bridge preservation
- Erosion control
- Permafrost mitigation
- Vegetation management
- Traffic control
- Emergency repairs

(i) “Capital Improvement”

“Capital improvement” means construction, reconstruction, rehabilitation, replacement, expansion, modernization, or major repair of infrastructure intended to extend service life, improve safety, increase capacity, or enhance operational efficiency.

(j) “Lifecycle Asset Management”

“Lifecycle asset management” means the systematic process of planning, designing, constructing, operating, maintaining, rehabilitating, replacing, and retiring transportation assets to maximize long-term public value while minimizing total ownership costs.

(k) “Public-Private Partnership”

“Public-private partnership” means any cooperative agreement between the Authority and one or more public or private entities for financing, constructing, maintaining, operating, or improving transportation infrastructure.

(l) “Federal Agency”

“Federal agency” means any department, agency, bureau, administration, corporation, or instrumentality of the United States Government.

(m) “State Agency”

“State agency” means any department, office, board, commission, public corporation, or instrumentality of the State of Alaska.

(n) “Emergency”

“Emergency” means an actual or imminent event threatening life, public safety, transportation infrastructure, commerce, environmental resources, or continued operation of the Dalton District, including:

- Natural disasters
- Flooding
- Wildfire
- Avalanches
- Severe weather
- Hazardous material incidents
- Infrastructure failure
- Major traffic disruptions
- National security events

(o) “Strategic Infrastructure”

“Strategic infrastructure” means facilities and transportation assets whose continued operation is essential to public safety, national defense, domestic energy production, critical mineral development, emergency response, interstate commerce, or the economic security of the State of Alaska or the United States.

(p) “Resilience”

“Resilience” means the ability of transportation infrastructure to anticipate, withstand, adapt to, rapidly recover from, and continue operating during or after natural hazards, climate impacts, emergencies, or other disruptive events.

(q) “User”

“User” means any individual, business, governmental entity, utility, carrier, contractor, or organization utilizing the Dalton District for transportation, commerce, maintenance, utility access, resource development, recreation, tourism, or other lawful purposes.

(r) “National Strategic Infrastructure Corridor”

“National Strategic Infrastructure Corridor” means a federally designated transportation corridor recognized by Congress or a federal agency as being essential to national defense, domestic energy production, critical mineral development, Arctic operations, or other nationally significant strategic purposes.

(s) “Transportation Asset”

“Transportation asset” means any physical or digital component of the Dalton District necessary for its operation, maintenance, preservation, safety, or management.

Section 2. Rules of Construction

Unless expressly provided otherwise:

1. Words in the singular include the plural.
2. Words in the plural include the singular.
3. “May” grants discretionary authority.
4. “Shall” imposes a mandatory duty.
5. References to statutes include future amendments unless expressly limited.
6. References to federal agencies include successor agencies.

Section 3. Liberal Construction

This chapter shall be liberally construed to accomplish its public purposes, including the preservation, maintenance, financing, operation, improvement, resilience, and long-term stewardship of the Dalton District.

Nothing in this chapter shall be interpreted to diminish the constitutional authority of the State of Alaska over its transportation system or the statutory responsibilities of the Department of Transportation and Public Facilities unless expressly provided by law.

Article III - Creation of the Dalton District Infrastructure & Maintenance Authority

Section 1. Establishment of the Authority

(a) The Dalton District Infrastructure & Maintenance Authority (DDIMA) is established as a public corporation and government instrumentality of the State of Alaska, attached to the Alaska Department of Transportation and Public Facilities (DOT&PF) for administrative purposes, for the purpose of providing dedicated planning, coordination, financial stewardship, and long-term management of the Dalton District in accordance with this chapter.

(b) The Authority shall exercise the powers and duties assigned under this chapter subject to the overall statutory authority of the Department and the Commissioner, except where otherwise expressly provided by law.

(c) The Authority is established to perform essential governmental functions on behalf of the State of Alaska by promoting the preservation, maintenance, operation, improvement, resilience, and long-term stewardship of transportation infrastructure within the Dalton District.

(d) The Authority shall have perpetual succession as a public corporation of the State of Alaska, attached to the Department for administrative purposes, unless dissolved or abolished by an Act of the Alaska State Legislature.

(e) Nothing in this chapter shall be construed to:

1. Create a separate executive department of state government;
2. Transfer ownership of the Dalton District or any state transportation asset from the State of Alaska;
3. Diminish the statutory authority, responsibilities, or powers of the Department of Transportation and Public Facilities or the Commissioner; or
4. Alter the Department's responsibility for Alaska's statewide transportation system except as specifically provided in this chapter.

(f) The Authority shall serve as the Department's dedicated organizational entity for long-range planning, infrastructure stewardship, strategic coordination, financial management, and policy development relating to the Dalton District while supporting the Department's broader statewide transportation mission.

Section 2. Jurisdiction

(a) The Authority shall exercise jurisdiction over the Dalton District, consisting of:

1. Elliott Highway Milepost 28 through Milepost 152.
2. Dalton Highway Milepost 0 through Milepost 414.
3. Tofty Road.

(b) The Authority's jurisdiction includes all transportation infrastructure, rights-of-way, maintenance facilities, gravel sources, bridges, drainage systems, easements, transportation equipment, and associated state-owned assets necessary for the operation and maintenance of the Dalton District.

(c) Additional transportation facilities may be incorporated into the Dalton District only by Act of the Legislature.

Section 3. Purpose

The Authority is created to:

1. Preserve and maintain the Dalton District.
2. Improve long-term transportation reliability.
3. Coordinate infrastructure investment.
4. Promote public safety.
5. Increase infrastructure resilience.
6. Support economic development.
7. Support national defense and homeland security.
8. Support domestic energy production.
9. Support critical mineral development.
10. Protect the long-term public investment represented by the Dalton District.
11. Coordinate transportation planning among public and private stakeholders.
12. Promote efficient use of public resources through lifecycle asset management.

Section 4. Public Purpose

The Legislature declares that the Authority serves a statewide public purpose by preserving transportation infrastructure essential to:

- Public safety.
- Interstate and intrastate commerce.

- National defense.
- Domestic energy production.
- Critical mineral development.
- Rural access.
- Emergency response.
- Economic development.
- Tourism.
- Scientific research.

The Authority shall operate exclusively for public purposes.

Section 5. Relationship to the Department

(a) The Department of Transportation and Public Facilities remains the State's principal transportation agency.

(b) Nothing in this chapter transfers ownership of any highway, bridge, right-of-way, or transportation facility from the Department to the Authority.

(c) The Authority shall coordinate closely with the Department regarding:

- Engineering standards.
- Construction specifications.
- Statewide transportation planning.
- Capital improvement programming.
- Emergency response.
- Maintenance operations.
- Environmental compliance.

(d) The Commissioner may enter cooperative agreements with the Authority for administration of programs authorized under this chapter.

Section 6. Corporate Powers

The Authority may:

1. Sue and be sued.
2. Adopt and amend bylaws.
3. Adopt an official seal.
4. Enter contracts and agreements.

5. Acquire, lease, hold, improve, manage, and dispose of real and personal property, including equipment and easements.
6. Employ officers and employees.
7. Retain consultants and professional services.
8. Obtain insurance.
9. Accept grants, appropriations, gifts, and donations.
10. Invest funds as authorized by law.
11. Conduct research and studies.
12. Enter cooperative agreements.
13. Establish administrative offices and exercise any other powers necessary to carry out this chapter.

Section 7. Principal Office

The principal office of the Authority shall be located within the State of Alaska.

The Board may establish regional offices or field offices as necessary for efficient administration of the Dalton District.

Section 8. Exercise of Powers

The powers granted by this chapter shall be exercised only for public purposes consistent with the mission of the Authority.

Nothing in this chapter shall authorize the Authority to:

- Levy taxes.
- Exercise eminent domain independent of the State.
- Dispose of State transportation assets without legislative authorization.
- Delegate governmental authority except as expressly authorized by law.

Section 9. Liberal Interpretation

This chapter shall be liberally construed to provide the Authority with sufficient flexibility to fulfill its statutory mission while preserving legislative oversight and public accountability.

Whenever practical, this chapter shall be interpreted to encourage:

- Efficient transportation management.
- Infrastructure resilience.
- Fiscal responsibility.

- Public-private cooperation.
- Long-term asset preservation.
- Innovation in Arctic transportation.

The Board of Directors, Executive Director, officers, and employees of the Authority owe a fiduciary duty to the State of Alaska and shall manage the Dalton District in a manner that preserves the long-term public interest, protects public assets, promotes fiscal responsibility, and advances the purposes established by this chapter.

Article IV - Board of Directors

Section 1. Board Established

(a) The Dalton District Infrastructure & Maintenance Authority shall be governed by a Board of Directors.

(b) The Board is responsible for establishing policy, providing strategic direction, exercising fiduciary oversight, protecting the long-term public interest, and ensuring the Authority fulfills the purposes established under this chapter.

(c) The Board shall act solely in the interests of the State of Alaska and the people of Alaska and shall not act on behalf of any individual industry, employer, organization, or appointing authority.

Section 2. Membership

The Board shall consist of **eleven (11) voting members** appointed by the Governor and confirmed by a majority of the members of the Alaska Legislature in joint session.

The membership shall consist of:

1. The Commissioner of the Department of Transportation and Public Facilities, or the Commissioner's designee.
2. The Commissioner of the Department of Revenue, or the Commissioner's designee.
3. The Commissioner of the Department of Military and Veterans Affairs, or the Commissioner's designee.
4. The Commissioner of the Department of Public Safety, or the Commissioner's designee.
5. One representative of the North Slope Borough.
6. One representative of an Interior Alaska local government.
7. One representative of Alaska Native organizations with demonstrated interests within the Dalton District.
8. One representative of Alaska's commercial trucking and logistics industry.
9. One representative of Alaska's resource development industries, including oil, gas, mining, or critical minerals.
10. One licensed professional engineer or transportation infrastructure professional with significant experience in Arctic transportation systems.
11. One public member with demonstrated experience in finance, economics, public administration, law, or infrastructure management.

Section 3. Qualifications

Board members shall possess experience, education, or professional expertise relevant to transportation, engineering, finance, public administration, emergency management, infrastructure, resource development, military logistics, or other fields beneficial to the Authority.

Appointments should reflect geographic diversity and a balance of public and private sector expertise.

Section 4. Terms of Office

- (a) Public members shall serve staggered four-year terms.
- (b) Initial appointments shall be made so that approximately one-half of the appointments expire every two years.
- (c) Members may be reappointed.
- (d) A vacancy shall be filled for the remainder of the unexpired term.
- (e) Members continue serving until their successors are appointed and confirmed.

Section 5. Officers

The Board shall annually elect from among its members:

- Chair
- Vice Chair
- Secretary

The Chair shall preside over meetings and perform duties assigned by the Board.

The Vice Chair shall act in the absence of the Chair.

The Secretary shall ensure official records are maintained.

Section 6. Meetings

- (a) The Board shall meet at least quarterly.
- (b) Special meetings may be called by the Chair or by any five members of the Board.
- (c) Meetings shall comply with Alaska's Open Meetings Act.
- (d) Electronic participation shall be permitted consistent with state law.

Section 7. Quorum

A majority of appointed members constitutes a quorum.

No official action may be taken without a quorum.

Unless otherwise required by law, actions of the Board require approval by a majority of members present.

Section 8. Compensation

Public members shall receive no salary for Board service.

Members may receive reimbursement for travel and per diem expenses in accordance with Alaska law.

Section 9. Fiduciary Duty

Each member of the Board owes a fiduciary duty to the State of Alaska and the people of Alaska.

In exercising the powers granted under this chapter, every Board member shall:

1. Act in good faith.
2. Exercise reasonable care, diligence, and independent judgment.
3. Place the long-term interests of the Dalton District above personal, political, regional, or commercial interests.
4. Protect public assets entrusted to the Authority.
5. Promote sound financial stewardship.
6. Preserve the long-term sustainability, resilience, and operational reliability of the Dalton District.
7. Avoid actual or perceived conflicts of interest.
8. Disclose any financial or professional interests that could reasonably influence Authority decisions.

The fiduciary obligation established under this section shall apply equally to the Executive Director and all officers of the Authority.

Section 10. Ethics

Board members shall comply with:

- Alaska Executive Branch Ethics Act.
- Alaska Public Records Act.
- Alaska Open Meetings Act.
- State financial disclosure requirements.
- Any additional ethics policies adopted by the Board.

Members shall recuse themselves from any matter in which they possess a direct financial interest.

Section 11. Removal

The Governor may remove an appointed member for:

- Neglect of duty.
- Misconduct.
- Incompetence.
- Repeated failure to attend meetings.
- Violation of fiduciary responsibilities.
- Violation of state ethics laws.

A removed member shall receive written notice stating the basis for removal.

Article V - Executive Director and Administration

Section 1. Executive Director

- (a) The Board shall appoint an Executive Director who shall serve at the pleasure of the Board.
- (b) The Executive Director is the chief executive and administrative officer of the Authority and shall be responsible for the day-to-day administration and operation of the Dalton District Infrastructure & Maintenance Authority.
- (c) The Executive Director shall devote full time to the duties of the office and may not engage in outside employment that creates a conflict of interest.

Section 2. Qualifications

The Executive Director shall possess demonstrated executive leadership and substantial experience in one or more of the following fields:

- Transportation management
- Civil engineering
- Infrastructure management
- Public administration
- Finance
- Military logistics
- Construction management
- Arctic operations
- Resource development
- Emergency management

Preference shall be given to individuals with experience managing large public infrastructure systems in Arctic or remote environments.

Section 3. Duties

The Executive Director shall:

1. Administer all operations of the Authority.
2. Employ, supervise, and evaluate Authority personnel.
3. Prepare annual operating and capital budgets.
4. Develop long-range strategic plans.
5. Prepare annual maintenance programs.

6. Develop capital improvement programs.
7. Administer contracts.
8. Coordinate with DOT&PF.
9. Coordinate with state and federal agencies.
10. Seek state and federal funding opportunities.
11. Negotiate cooperative agreements.
12. Implement Board policies.
13. Maintain official records.
14. Submit annual reports.
15. Perform additional duties assigned by the Board.

Section 4. Administrative Staff

The Executive Director may employ personnel necessary to carry out the Authority's responsibilities, including:

- Engineers
- Maintenance managers
- Financial officers
- Asset management specialists
- Environmental specialists
- Administrative staff
- Procurement officers
- Legal counsel
- Public information officers
- Research and planning staff

Employment shall comply with applicable state personnel laws unless otherwise provided by law.

Section 5. Professional Services

The Authority may retain consultants and professional services, including:

- Engineering firms
- Financial advisors
- Legal counsel

- Auditors
- Scientific researchers
- Environmental consultants
- Construction managers
- Information technology specialists

Professional services shall be procured in accordance with applicable procurement requirements.

Section 6. Annual Budget

The Executive Director shall prepare an annual operating budget and capital improvement budget for Board approval.

The budget shall include:

- Operating expenditures
- Maintenance expenditures
- Capital improvements
- Equipment replacement
- Personnel costs
- Administrative expenses
- Debt obligations
- Reserve funds
- Anticipated revenues

The approved budget shall be submitted to the Governor and Legislature as required by law.

Section 7. Strategic Planning

The Executive Director shall prepare and periodically update:

- A twenty-year Dalton District Master Plan.
- A five-year Capital Improvement Program.
- A five-year Maintenance Management Plan.
- A comprehensive Asset Management Plan.
- A Climate Resilience Strategy.
- An Emergency Operations Plan.

These plans shall guide the Authority's long-term investment decisions.

Section 8. Delegation

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

Section 9. Fiduciary Responsibility

The Executive Director, officers, and employees of the Authority owe a fiduciary duty to the State of Alaska.

In carrying out their responsibilities they shall:

- Protect public assets.
- Exercise prudent financial management.
- Promote efficient operations.
- Avoid conflicts of interest.
- Preserve the long-term integrity of the Dalton District.
- Carry out the mission established by this chapter.

Article VI - General Powers and Authority

Section 1. General Authority

The Dalton District Infrastructure & Maintenance Authority may exercise all powers necessary and convenient to carry out the purposes of this chapter, except as otherwise limited by law.

Section 2. Corporate Powers

The corporate powers necessary for the Authority to conduct its affairs are established in Article III, Section 6.

1. The Authority shall exercise those powers in furtherance of the transportation, planning, financial, and contracting authority granted under this Article, and subject to the limitations set forth in Section 8.

Section 3. Transportation Powers

The Authority may:

- Maintain highways.
- Maintain bridges.
- Maintain drainage systems.
- Maintain gravel sources.
- Construct transportation improvements.
- Reconstruct transportation facilities.
- Replace deteriorated infrastructure.
- Improve roadway safety.
- Improve roadway resilience.
- Construct maintenance facilities.
- Construct safety facilities.
- Improve communications infrastructure supporting transportation operations.

Section 4. Planning Authority

The Authority may prepare:

- Corridor master plans.
- Transportation studies.
- Freight analyses.

- Asset inventories.
- Climate adaptation studies.
- Engineering standards.
- Long-range transportation plans.
- Emergency response plans.
- Research initiatives.

Planning activities shall be coordinated with DOT&PF and statewide transportation planning efforts.

Section 5. Financial Authority

Subject to legislative authorization, the Authority may:

- Receive appropriations.
- Receive federal assistance.
- Receive private contributions.
- Collect authorized fees.
- Establish reserve accounts.
- Issue revenue bonds when specifically authorized by the Legislature.
- Enter financing agreements.
- Administer dedicated funds.

Section 6. Contract Authority

The Authority may contract with:

- State agencies.
- Federal agencies.
- Local governments.
- Alaska Native organizations.
- Private entities.
- Educational institutions.
- Nonprofit organizations.
- Public corporations.

Contracts may include:

- Maintenance agreements.
- Construction contracts.
- Research partnerships.
- Cooperative funding agreements.
- Emergency response agreements.
- Shared services agreements.

Section 7. Public-Private Partnerships

The Authority may enter voluntary public-private partnership agreements to improve transportation infrastructure, provided that:

1. Public ownership of the Dalton District remains unchanged.
2. Agreements serve a public purpose.
3. Legislative authority is preserved.
4. Public access is not impaired.
5. Agreements are consistent with Alaska law.

Section 8. Limitations

Nothing in this chapter authorizes the Authority to:

- Levy taxes.
- Regulate private commerce except as specifically authorized by law.
- Transfer ownership of state highways.
- Exercise powers reserved to municipalities or the State unless expressly delegated.
- Incur debt backed by the full faith and credit of the State without legislative approval.

Section 9. Coordination

The Authority shall coordinate its activities with:

- DOT&PF.
- Department of Revenue.
- Department of Public Safety.
- Department of Military & Veterans Affairs.
- Department of Environmental Conservation.
- Federal agencies.

- Local governments.
- Alaska Native organizations.
- Industry stakeholders.

Section 10. Liberal Construction

The powers granted under this chapter shall be liberally construed to allow the Authority to efficiently preserve, maintain, improve, and manage the Dalton District while remaining accountable to the Governor, Legislature, and the people of Alaska.

Article VII - Duties and Responsibilities of the Authority

Section 1. General Duties

The Authority shall preserve, maintain, operate, improve, and manage the Dalton District in a manner that protects the public interest while supporting Alaska's long-term economic prosperity, public safety, and strategic transportation objectives.

In carrying out its duties, the Authority shall coordinate with the Department of Transportation and Public Facilities and other governmental entities while exercising the powers granted under this chapter.

Section 2. Maintenance Responsibilities

The Authority shall:

1. Develop and implement comprehensive maintenance programs.
2. Maintain highways, bridges, drainage systems, maintenance facilities, gravel sources, and transportation infrastructure within the Dalton District.
3. Establish preventive maintenance schedules.
4. Prioritize preservation of existing infrastructure.
5. Conduct routine inspections.
6. Maintain emergency response capabilities.
7. Coordinate seasonal maintenance operations.
8. Maintain equipment necessary for Arctic transportation operations.

Section 3. Infrastructure Planning

The Authority shall prepare and periodically update:

- Dalton District Master Plan.
- Capital Improvement Program.
- Asset Management Plan.
- Freight Mobility Plan.
- Maintenance Management Plan.
- Climate Resilience Plan.
- Emergency Operations Plan.
- Technology and Innovation Plan.

Planning documents shall be reviewed at least every five years.

Section 4. Asset Management

The Authority shall establish a comprehensive asset management system that includes:

- Infrastructure inventories.
- Condition assessments.
- Remaining service life estimates.
- Risk assessments.
- Lifecycle cost analysis.
- Maintenance history.
- Capital replacement forecasting.

Investment decisions shall prioritize long-term value and preservation of public assets.

Section 5. Public Safety

The Authority shall promote transportation safety through:

- Infrastructure inspections.
- Safety improvements.
- Traffic control devices.
- Emergency communications.
- Road condition reporting.
- Coordination with emergency responders.
- Hazard mitigation.
- Incident management.

Section 6. Research and Innovation

The Authority shall encourage research relating to:

- Arctic engineering.
- Permafrost mitigation.
- Gravel roadway performance.
- Bridge preservation.
- Climate adaptation.
- Transportation technology.
- Intelligent transportation systems.

- Infrastructure resilience.

The Authority may cooperate with universities, federal agencies, research institutions, and private industry.

Section 7. Environmental Stewardship

The Authority shall carry out its duties in a manner that:

- Protects natural resources.
- Minimizes environmental impacts.
- Complies with applicable environmental laws.
- Promotes sustainable construction practices.
- Preserves fish and wildlife habitat where practical.
- Coordinates with state and federal resource agencies.

Section 8. Coordination

The Authority shall coordinate with:

- DOT&PF.
- Department of Public Safety.
- Department of Environmental Conservation.
- Department of Military & Veterans Affairs.
- Department of Revenue.
- Federal agencies.
- Alaska Native organizations.
- Local governments.
- Industry stakeholders.

Section 9. Performance Standards

The Authority shall establish measurable performance objectives including:

- Corridor reliability.
- Infrastructure condition.
- Public safety.
- Financial stewardship.
- Emergency response.

- Maintenance efficiency.
- Climate resilience.
- Customer service.

Performance shall be reported annually.

Section 10. Public Interest

In exercising its duties, the Authority shall place the long-term public interest above short-term operational or financial considerations and shall preserve the Dalton District for the benefit of future generations.

Article VIII - Financial Management

Section 1. Financial Management Authority

- (a) The Authority shall administer all financial resources entrusted to it in accordance with this chapter and applicable provisions of Alaska law.
- (b) The Authority shall establish policies and procedures governing budgeting, accounting, internal controls, financial reporting, auditing, investments, reserve management, and fiscal oversight.
- (c) All financial activities shall be conducted in a manner that promotes transparency, accountability, long-term sustainability, and responsible stewardship of public funds.
- (d) The Board shall ensure that expenditures are consistent with the purposes of this chapter and support the long-term preservation, maintenance, operation, and improvement of the Dalton District.
- (e) Financial decisions shall be guided by lifecycle asset management principles, sound fiscal practices, and the long-term interests of the State of Alaska.

Section 2. Dalton District Infrastructure Fund

- (a) There is established in the State treasury the **Dalton District Infrastructure Fund**.
- (b) The Fund shall be administered by the Dalton District Infrastructure & Maintenance Authority for the purposes established in this chapter.
- (c) Money appropriated or otherwise deposited into the Fund shall be used solely for lawful purposes related to:
 - preservation of transportation infrastructure;
 - maintenance and operations;
 - capital improvements;
 - emergency response;
 - infrastructure resilience;
 - planning and engineering;
 - research and innovation;
 - administration of the Authority; and
 - other purposes authorized under this chapter.
- (d) The Fund consists of the accounts established under Section 3 of this article.

(e) Money remaining in the Fund at the end of a fiscal year does not lapse but remains available for expenditure in subsequent fiscal years consistent with legislative appropriation.

(f) The Authority shall maintain complete financial records for the Fund and provide annual reports to the Governor and the Legislature.

Section 3. Dalton District Infrastructure Fund Accounts

The Dalton District Infrastructure Fund shall consist of the following separate accounts:

(a) Operations and Maintenance Account

The Operations and Maintenance Account shall be used exclusively for:

- Routine maintenance
- Preventive maintenance
- Snow and ice control
- Dust suppression
- Bridge maintenance
- Drainage maintenance
- Road grading
- Vegetation management
- Traffic control devices
- Maintenance personnel
- Maintenance equipment
- Maintenance facilities
- Day-to-day operating expenses

This account shall receive priority funding to ensure uninterrupted year-round operation of the Dalton District.

(b) Capital Preservation Account

The Capital Preservation Account shall be used for activities that extend the useful life of existing infrastructure, including:

- Bridge rehabilitation
- Pavement preservation
- Gravel replacement
- Embankment stabilization

- Culvert replacement
- Drainage improvements
- Slope stabilization
- Permafrost mitigation
- Asset rehabilitation
- Major maintenance projects

The Legislature finds that preservation of existing assets generally provides greater long-term value than deferred reconstruction.

(c) Capital Improvement Account

The Capital Improvement Account shall be used for:

- New construction
- Capacity improvements
- Safety improvements
- Bridge replacement
- Maintenance station construction
- Technology deployment
- Communications infrastructure
- Intelligent Transportation Systems
- Utility coordination
- Major corridor modernization projects

Projects financed through this account should be consistent with the Dalton District Master Plan.

(d) Emergency Response and Resilience Account

The Emergency Response and Resilience Account shall be reserved for:

- Flood damage
- Washouts
- Wildfires
- Avalanches
- Infrastructure failures
- Emergency bridge repairs
- Hazardous material incidents

- Disaster recovery
- Climate resilience projects
- Emergency engineering services
- Emergency contracting

The Board may authorize expenditures from this account immediately following declaration of an emergency consistent with state law, subject to subsequent reporting to the Governor and Legislature.

(e) Research and Innovation Account

The Research and Innovation Account shall support:

- Arctic engineering research
- Permafrost studies
- Bridge monitoring technologies
- Remote sensing
- Artificial intelligence applications
- Asset management systems
- Autonomous maintenance technologies
- University research partnerships
- Pilot projects
- Workforce training
- Technology demonstrations

Projects funded under this account should improve long-term efficiency, safety, resilience, or lifecycle performance.

(f) Strategic Infrastructure Partnership Account

This account would receive:

- Industry cost-share agreements
- Utility agreements
- Pipeline reimbursements
- Military partnership funding
- DOE funding
- Critical minerals funding

- Federal demonstration projects
- Public-private partnership contributions
- Other nontraditional infrastructure funding

Section 4. Transfers Between Accounts

Money appropriated to one account may not be transferred to another account except:

1. By legislative appropriation; or
2. By resolution of the Board in response to an emergency, provided:
 - the transfer does not exceed a percentage established by law;
 - the Governor is notified within 30 days; and
 - the Legislature receives a detailed accounting during the next regular session.

Section 5. Budget Administration

- (a) The Authority shall prepare an annual operating budget and an annual capital budget for approval by the Board.
- (b) The annual budget shall identify anticipated revenues, expenditures, reserve requirements, and proposed transfers among accounts authorized by law.
- (c) Budget preparation shall be consistent with the Dalton District Master Plan, the Five-Year Capital Improvement Program, the Five-Year Maintenance Management Plan, and the Rolling Ten-Year Financial and Infrastructure Investment Plan.
- (d) The approved budget shall be submitted to the Governor and the Legislature in accordance with applicable law.
- (e) No expenditure may be made except as authorized by legislative appropriation or other authority provided by law.

Section 6. Investment of Funds

- (a) Money held within the Dalton District Infrastructure Fund shall be invested by the Department of Revenue in accordance with state investment policies.
- (b) Investment objectives shall emphasize:
 - preservation of capital;
 - liquidity;
 - prudent risk management;
 - long-term financial stability; and
 - reasonable investment returns.

(c) Investment earnings shall remain within the Fund unless otherwise provided by law.

Section 7. Financial Controls

(a) The Authority shall establish comprehensive internal financial controls.

(b) Financial controls shall include procedures governing:

- expenditure authorization;
- procurement approvals;
- segregation of financial duties;
- accounting practices;
- cash management;
- asset inventories;
- fraud prevention;
- cybersecurity protections for financial systems; and
- internal compliance monitoring.

(c) Financial control policies shall be reviewed periodically by the Board.

Section 8. Accounting and Audits

(a) The Authority shall maintain complete and accurate financial records in accordance with generally accepted governmental accounting principles.

(b) The Authority shall undergo:

1. annual independent financial audits;
2. periodic legislative audits;
3. performance audits when directed by the Legislature; and
4. internal compliance reviews as determined appropriate by the Board.

(c) Audit reports shall be public records unless otherwise protected by law.

Section 9. Financial Reporting

(a) The Authority shall prepare an Annual Financial Report.

(b) The report shall include:

- Balance Sheet;
- Statement of Revenues and Expenditures;
- Fund Balance Summary;

- Capital Asset Report;
- Reserve Account Status;
- Debt Obligations;
- Investment Performance;
- Grant Activity;
- Budget Performance; and
- other information required by the Board.

(c) The report shall be submitted to the Governor and the Legislature and made available to the public.

Section 10. Fiscal Responsibility

(a) The Board, Executive Director, officers, and employees shall administer the financial resources of the Authority in accordance with the highest standards of fiscal responsibility.

(b) Financial decisions shall prioritize:

1. preservation of public assets;
2. long-term financial sustainability;
3. lifecycle asset management;
4. efficient expenditure of public funds;
5. transparency;
6. accountability; and
7. protection of the long-term public interest.

(c) No action of the Authority may obligate the full faith and credit of the State of Alaska except as expressly authorized by the Legislature.

Article IX - Revenue Sources

Section 1. Revenue Policy

It is the policy of the State that the Dalton District Infrastructure & Maintenance Authority shall pursue a diversified and sustainable portfolio of revenue sources sufficient to preserve, maintain, improve, and operate the Dalton District while minimizing long-term financial risk.

The Authority shall seek to maximize federal participation, encourage voluntary public-private partnerships, and leverage non-state funding whenever practical.

Section 2. Authorized Revenue Sources

Subject to legislative appropriation and applicable law, the Authority may receive revenue from:

1. State appropriations.
2. Federal appropriations.
3. Federal grants.
4. Federal cooperative agreements.
5. Federal formula funding.
6. Federal discretionary transportation grants.
7. Federal defense-related infrastructure funding.
8. Federal energy infrastructure funding.
9. Federal emergency relief funding.
10. Public-private partnership agreements.
11. Utility occupancy agreements.
12. Pipeline corridor agreements.
13. Communications infrastructure agreements.
14. Lease revenues.
15. Investment earnings.
16. Gifts, grants, and donations.
17. Bond proceeds authorized by law.
18. Reimbursements from governmental entities.
19. Other lawful revenue sources authorized by the Legislature.

Section 3. User Fees

The Authority may recommend to the Legislature the establishment of user fees necessary to support the Dalton District.

Authorized fees may include:

- Oversize and overweight permits.
- Commercial corridor permits.
- Utility occupancy fees.
- Communications infrastructure permits.
- Special transportation permits.
- Maintenance service agreements.
- Facility use agreements.

No fee shall be imposed without legislative authorization.

Section 4. Public-Private Partnership Revenues

The Authority may enter voluntary agreements with private entities benefiting from transportation improvements.

These agreements may include:

- Cost-sharing.
- Infrastructure participation.
- Maintenance agreements.
- Cooperative engineering.
- Equipment sharing.
- Research partnerships.
- Emergency response agreements.

Participation shall remain voluntary unless otherwise authorized by law.

Section 5. Federal Funding

The Authority shall aggressively pursue federal funding opportunities through agencies including, but not limited to:

- Federal Highway Administration.
- U.S. Department of Transportation.
- Department of Defense.

- Department of Energy.
- Federal Emergency Management Agency.
- Economic Development Administration.
- Other federal agencies supporting transportation, infrastructure, resilience, energy, or national security.

The Authority shall coordinate closely with Alaska’s congressional delegation in pursuing federal assistance.

Section 6. Strategic Infrastructure Partnerships

The Authority may negotiate infrastructure partnership agreements with entities whose operations substantially benefit from the Dalton District.

Potential partners include:

- Oil and gas producers.
- Mining companies.
- Pipeline operators.
- Telecommunications providers.
- Utility companies.
- Military agencies.
- Federal infrastructure programs.

Such agreements shall preserve public ownership of transportation infrastructure while encouraging cooperative investment.

Section 7. Acceptance of Gifts and Donations

The Authority may accept gifts, grants, bequests, donations, and other lawful contributions from public or private sources, provided acceptance does not compromise the Authority’s independence or fiduciary obligations.

Section 8. Revenue Diversification

The Board shall develop a Revenue Diversification Strategy designed to:

- Reduce dependence upon any single revenue source.
- Maximize federal participation.
- Encourage private investment.
- Improve long-term financial stability.

- Protect the interests of the State.

The strategy shall be updated every five years.

Section 9. Legislative Authority

Nothing in this chapter authorizes the Authority to establish taxes or mandatory fees without legislative approval.

The power of taxation remains exclusively with the Legislature.

Article X - Financial Management and Fiscal Accountability

Section 1. Financial Stewardship

As distinct from the day-to-day financial administration established under Article VIII, Section 1, the Authority shall engage in strategic, long-range financial stewardship to safeguard the enduring sustainability of the Dalton District.

The Board, Executive Director, and employees shall exercise prudent financial management consistent with their fiduciary responsibilities to the State of Alaska.

Section 2. Financial Policies

The Board shall adopt written policies governing:

- Budget preparation.
- Internal controls.
- Cash management.
- Investment oversight.
- Reserve accounts.
- Capital planning.
- Debt management.
- Procurement.
- Risk management.
- Financial reporting.

Policies shall be reviewed at least every three years.

Section 3. Budget and Long-Range Financial Planning

The Authority shall prepare and adopt annually:

1. An Annual Operating Budget.
2. An Annual Capital Budget.
3. A Five-Year Capital Improvement Program.
4. A Five-Year Maintenance Management Program.
5. A Rolling Ten-Year Financial and Infrastructure Investment Plan.
6. A Twenty-Year Dalton District Master Plan.

Each plan shall be updated annually and submitted to the Governor and Legislature.

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

(a) The Authority shall prepare and annually update a Rolling Ten-Year Financial and Infrastructure Investment Plan designed to ensure the long-term preservation, resilience, and financial sustainability of the Dalton District.

(b) The plan shall identify anticipated:

1. Operating expenditures.
2. Routine maintenance costs.
3. Preventive maintenance needs.
4. Major rehabilitation projects.
5. Bridge preservation requirements.
6. Equipment replacement schedules.
7. Capital improvement projects.
8. Climate resilience investments.
9. Emergency response capabilities.
10. Technology modernization initiatives.
11. Staffing and workforce development needs.
12. Asset replacement schedules.
13. Anticipated state funding.
14. Anticipated federal funding.
15. Public-private partnership revenues.
16. Debt obligations.
17. Reserve account balances.
18. Long-term financial risks.
19. Projected freight demand.
20. Other infrastructure investments necessary to fulfill the Authority's statutory mission.

(c) The plan shall identify funding gaps, financial risks, and proposed strategies to address anticipated infrastructure needs.

(d) The plan shall include performance measures and measurable milestones for evaluating implementation.

(e) The Authority shall submit the updated Rolling Ten-Year Financial and Infrastructure Investment Plan to the Governor and the Legislature not later than January 31 of each year.

Section 3B. Coordination with Statewide Transportation Planning

The Rolling Ten-Year Financial and Infrastructure Investment Plan shall be developed in consultation with the Department of Transportation and Public Facilities and shall be coordinated, to the greatest extent practicable, with:

- The Statewide Transportation Improvement Program (STIP).
- The Alaska Long-Range Transportation Plan.
- State freight planning initiatives.
- State asset management plans.
- Applicable metropolitan transportation plans.
- Federal transportation planning requirements.

Nothing in this section shall diminish the planning authority of the Department of Transportation and Public Facilities.

Section 3C. Future Demand Assessment

(a) The Authority shall prepare and annually update a Future Demand Assessment evaluating anticipated transportation demand within the Dalton District over the succeeding ten-year planning horizon.

(b) The assessment shall identify existing and reasonably foreseeable public and private activities that may significantly affect transportation demand, maintenance requirements, infrastructure capacity, operational performance, or long-term investment priorities within the Dalton District.

(c) The assessment shall consider, to the extent information is reasonably available, anticipated impacts associated with:

1. Oil and gas exploration, development, production, and transportation.
2. Critical mineral exploration, mining, processing, and transportation.
3. Pipeline construction, operation, and expansion.
4. Utility, communications, and broadband infrastructure.
5. Military construction, Arctic operations, homeland security, and national defense initiatives.
6. Federal infrastructure investments.
7. State infrastructure investments.
8. Community development.
9. Commercial freight trends.
10. Tourism and recreational travel.

11. Scientific research and Arctic operations.
12. Climate change, permafrost degradation, flooding, erosion, and other environmental conditions affecting transportation infrastructure.
13. Emerging transportation technologies.
14. Other factors the Authority determines may materially affect the Dalton District.

(d) The Future Demand Assessment shall evaluate:

1. Projected freight volumes.
2. Changes in traffic composition.
3. Expected axle loading and infrastructure wear.
4. Bridge capacity requirements.
5. Maintenance facility needs.
6. Equipment requirements.
7. Workforce requirements.
8. Emergency response capabilities.
9. Communications and utility needs.
10. Capital improvement priorities.
11. Estimated lifecycle maintenance costs.
12. Opportunities to improve corridor resilience and operational efficiency.

(e) The assessment shall identify transportation investments that may be required to support anticipated future demand and shall recommend strategies for coordinating those investments with state agencies, federal agencies, Alaska Native organizations, local governments, private industry, and other stakeholders.

(f) The Future Demand Assessment shall be incorporated into:

- The Twenty-Year Dalton District Master Plan.
- The Rolling Ten-Year Financial and Infrastructure Investment Plan.
- The Five-Year Capital Improvement Program.
- The Annual Budget submitted to the Governor and the Legislature.

(g) In preparing the Future Demand Assessment, the Authority shall evaluate the cumulative transportation impacts of multiple existing, proposed, and reasonably foreseeable developments occurring concurrently within the Dalton District. The assessment shall not be limited to the effects of individual projects considered in isolation.

Section 4. Reserve Policies

The Board shall establish minimum reserve requirements for:

- Operations.
- Emergency response.
- Equipment replacement.
- Bridge preservation.
- Capital preservation.
- Debt obligations.
- Climate resilience.

Reserve policies shall ensure financial stability during emergencies and economic downturns.

Section 5. Investments

In addition to the investment procedures established under Article VIII, Section 6, the Board shall periodically review the Authority's investment policy and performance to ensure alignment with the Authority's long-range financial plans.

The Board's investment policy review shall consider:

- Consistency with the Rolling Ten-Year Financial and Infrastructure Investment Plan.
- Long-term liquidity needs relative to anticipated capital expenditures.
- Diversification of investment risk.
- Performance relative to benchmark returns.
- Consistency with Department of Revenue investment policy under Article VIII, Section 6.

Section 6. Audits

In addition to the audit requirements established under Article VIII, Section 8, the Legislature may direct additional performance or special-purpose audits as follows:

- The Legislative Budget and Audit Committee may commission special performance audits addressing corridor resilience, asset management, or program effectiveness.
- Special audits shall be conducted in addition to, and not in lieu of, the audits required under Article VIII, Section 8.
- Results of special audits shall be reported to the Governor and the Legislature.
- The Authority shall cooperate fully with any audit conducted under this section.

Audit reports shall be public records.

Section 7. Financial Reporting

In addition to the Annual Financial Report required under Article VIII, Section 9, the Authority shall include within its annual budget submission a long-term financial outlook addressing:

- Federal Funding Summary and anticipated changes in federal funding availability.
- Partnership Revenue Summary, including anticipated public-private partnership contributions.
- Projected multi-year capital project status and funding gaps.
- Projected Infrastructure Fund account balances over the ensuing five years.
- Anticipated changes in outstanding financial obligations.
- Emerging financial risks identified through the Rolling Ten-Year Financial and Infrastructure Investment Plan.
- Recommendations for legislative action to address anticipated funding gaps.
- Other information the Board determines necessary to inform long-term financial planning.

Section 8. Debt

The Authority may incur debt only as expressly authorized by the Legislature.

No debt issued by the Authority shall constitute a general obligation of the State of Alaska unless specifically authorized by law.

Section 9. Asset Management Reporting

The Authority shall annually report:

- Current asset value.
- Deferred maintenance backlog.
- Infrastructure condition.
- Replacement value.
- Annual maintenance investment.
- Long-term capital needs.
- Lifecycle cost projections.

This report shall accompany the Authority's annual budget submission.

Section 10. Fiduciary Standard

In addition to the fiscal responsibility standard established under Article VIII, Section 10, individual Board members owe the State of Alaska a personal fiduciary duty of care encompassing:

1. Undivided loyalty to the long-term interests of the Dalton District.
2. Reasonable diligence in reviewing financial and operational information.
3. Good faith exercise of independent judgment.
4. Avoidance of self-dealing and conflicts of interest.
5. Preservation of intergenerational equity in financial decision-making.
6. Prudent oversight of the Executive Director's financial management.
7. Timely disclosure of material financial risks to the Legislature.
8. Accountability for decisions made in reliance on incomplete or inaccurate information.

Article XI - Contracts, Procurement, and Property Management

Section 1. General Authority

The Authority may enter into contracts, cooperative agreements, memoranda of understanding, leases, licenses, and other lawful agreements necessary to carry out the purposes of this chapter.

All contracts shall serve a public purpose and further the mission of preserving, maintaining, operating, or improving the Dalton District.

Section 2. Procurement Policy

The Board shall adopt procurement regulations consistent with Alaska law that promote:

1. Fair and open competition.
2. Transparency.
3. Fiscal responsibility.
4. Best value procurement.
5. Ethical business practices.
6. Efficient project delivery.
7. Long-term lifecycle value.

The Authority may establish procurement procedures appropriate for emergency response, specialized Arctic operations, and remote logistics while maintaining public accountability.

Section 3. Competitive Procurement

Except as otherwise provided by law, contracts shall be awarded through competitive procedures.

Evaluation criteria may include:

- Cost.
- Technical qualifications.
- Arctic experience.
- Past performance.
- Safety record.
- Equipment capability.
- Financial stability.
- Project schedule.
- Lifecycle value.

- Innovation.

The Authority is not required to award contracts solely on the basis of lowest initial cost.

Section 4. Emergency Procurement

The Executive Director may authorize emergency procurement when immediate action is necessary to:

- Protect life or public safety.
- Restore transportation.
- Prevent additional infrastructure damage.
- Respond to natural disasters.
- Respond to hazardous materials incidents.
- Restore essential public services.

Emergency contracts shall be reported to the Board at its next regular meeting.

Section 5. Professional Services

Professional services may be procured for:

- Engineering.
- Architecture.
- Surveying.
- Environmental compliance.
- Financial services.
- Legal services.
- Information technology.
- Scientific research.
- Construction management.
- Asset management.
- Public engagement.

Qualifications-based selection may be used where authorized by law.

Section 6. Cooperative Agreements

The Authority may enter cooperative agreements with:

- State agencies.

- Federal agencies.
- Alaska Native organizations.
- Local governments.
- Public corporations.
- Educational institutions.
- Research organizations.
- Utility providers.
- Infrastructure owners.
- Private industry.

Section 7. Property Management

The Authority may, subject to applicable law:

- Lease property.
- Acquire real property by purchase or lease.
- Manage maintenance facilities.
- Operate gravel sources.
- Manage equipment yards.
- Maintain material storage sites.
- Manage utility easements.
- Administer licenses necessary for transportation purposes.

Ownership of State highway rights-of-way shall remain with the State unless otherwise authorized by the Legislature.

Section 8. Utility Coordination

The Authority may coordinate with utility owners regarding:

- Fiber optic facilities.
- Electric transmission.
- Pipelines.
- Communications infrastructure.
- Intelligent Transportation Systems.
- Future utility corridors.

Such coordination shall minimize conflicts while protecting transportation infrastructure.

Section 9. Ethics in Procurement

All procurement activities shall comply with:

- Alaska procurement laws.
- State ethics laws.
- Conflict-of-interest requirements.
- Public Records Act.
- Open Meetings Act where applicable.

No officer or employee may participate in procurement decisions in which they possess a financial interest.

Section 10. Asset Stewardship

All property acquired or managed by the Authority shall be administered solely for the benefit of the public and consistent with the fiduciary responsibilities established by this chapter.

Article XII - Public-Private Partnerships and Strategic Infrastructure Coordination

Section 1. Purpose

The Legislature finds that the Dalton District supports numerous industries, public agencies, utilities, and national interests that benefit from reliable transportation infrastructure.

Accordingly, the Authority may develop voluntary public-private partnerships that improve the long-term performance, resilience, and sustainability of the Dalton District.

Section 2. Partnership Authority

The Authority may enter agreements with:

- Oil and gas producers.
- Mining companies.
- Commercial motor carriers.
- Pipeline operators.
- Telecommunications providers.
- Electric utilities.
- Federal agencies.
- Alaska Native organizations.
- Local governments.
- Research institutions.
- Nonprofit organizations.
- Other public or private entities consistent with this chapter.

Section 3. Authorized Partnership Activities

Partnerships may include:

- Cost-sharing agreements.
- Joint infrastructure projects.
- Corridor planning.
- Engineering studies.
- Research initiatives.
- Technology deployment.

- Workforce development.
- Emergency response planning.
- Communications infrastructure.
- Utility coordination.
- Maintenance cooperation.

Section 4. Strategic Infrastructure Coordination

The Authority shall coordinate transportation planning with infrastructure serving the Dalton District, including:

- The Trans-Alaska Pipeline System.
- Oil and gas production facilities.
- Mining operations.
- Utility corridors.
- Communications infrastructure.
- Renewable and conventional energy facilities.
- Military installations.
- Aviation facilities.
- Public safety infrastructure.
- Future transportation systems.

The purpose of such coordination is to improve long-term planning and reduce unnecessary duplication of public investment.

Section 5. Industry Advisory Council

The Board may establish a non-voting **Industry Advisory Council** composed of representatives from industries and organizations utilizing the Dalton District.

The Council may provide recommendations regarding:

- Freight mobility.
- Maintenance priorities.
- Future transportation demand.
- Infrastructure investment.
- Technology.
- Safety.

- Economic development.

Recommendations of the Council are advisory only and shall not limit the authority of the Board.

Section 6. Research Partnerships

The Authority may enter cooperative research agreements with:

- University of Alaska.
- Federal Highway Administration.
- U.S. Army Corps of Engineers.
- Cold Regions Research and Engineering Laboratory (CRREL).
- National laboratories.
- Other educational or research institutions.

Research shall emphasize Arctic transportation, climate resilience, infrastructure preservation, and innovative engineering practices.

Section 7. National Security Coordination

Recognizing the strategic importance of the Dalton District, the Authority may coordinate with the United States Department of Defense, the Alaska National Guard, the Department of Homeland Security, and other federal agencies regarding transportation infrastructure that supports national defense, emergency preparedness, and Arctic operations.

Such coordination shall not impair the Authority's primary responsibility to preserve the Dalton District as a public transportation corridor.

Section 8. Preservation of Public Ownership

Nothing in this article authorizes the privatization or transfer of ownership of the Dalton District.

All transportation infrastructure shall remain publicly owned unless otherwise authorized by an Act of the Alaska Legislature.

Public-private partnerships established under this chapter shall preserve public control, public access, legislative oversight, and the Authority's fiduciary responsibility to the State of Alaska.

Article XIII - Relationship with the Department of Transportation and Public Facilities

Section 1. Legislative Intent

The Legislature recognizes the Department of Transportation and Public Facilities as the State of Alaska's principal transportation agency.

Nothing in this chapter is intended to diminish the authority, duties, or responsibilities of the Department. The Dalton District Infrastructure & Maintenance Authority is established to complement the Department through specialized governance of the Dalton District.

Section 2. Relationship with the Department

The Authority shall operate in partnership with the Department to:

1. Preserve the Dalton District.
2. Improve transportation reliability.
3. Coordinate long-range planning.
4. Improve lifecycle asset management.
5. Maximize transportation investments.
6. Strengthen emergency preparedness.
7. Pursue state and federal funding opportunities.
8. Improve coordination among corridor stakeholders.

Section 3. Responsibilities of the Department

Except as otherwise provided by law, the Department shall continue to:

- Establish statewide transportation policy.
- Maintain statewide engineering standards.
- Administer the Statewide Transportation Improvement Program (STIP).
- Coordinate statewide transportation planning.
- Administer federal highway programs.
- Exercise authority granted elsewhere under Alaska law.

Section 4. Responsibilities of the Authority

Within the Dalton District, the Authority shall:

- Develop long-range corridor strategies.

- Prepare corridor-specific transportation plans.
- Develop maintenance priorities.
- Prepare capital investment recommendations.
- Coordinate strategic infrastructure planning.
- Manage the Dalton District Infrastructure Fund.
- Coordinate with corridor stakeholders.
- Develop performance measures.
- Monitor corridor conditions.
- Prepare annual reports.

Section 5. Cooperative Agreements

The Department and the Authority may enter one or more cooperative agreements addressing:

- Engineering support.
- Project delivery.
- Maintenance services.
- Equipment sharing.
- Procurement.
- Environmental compliance.
- Right-of-way administration.
- Data sharing.
- Emergency response.
- Personnel support.
- Grant administration.
- Technical assistance.

Section 6. Statewide Coordination

The Authority shall coordinate with the Department to ensure consistency with:

- Alaska Long-Range Transportation Plan.
- State Freight Plan.
- State Asset Management Plan.
- Statewide Transportation Improvement Program.

- Federal transportation requirements.
- State emergency transportation planning.

Section 7. Transportation Data

The Department and the Authority shall cooperate in collecting, maintaining, and sharing transportation information, including:

- Traffic volumes.
- Freight data.
- Bridge inspections.
- Pavement and gravel condition.
- Maintenance records.
- Infrastructure inventories.
- Climate monitoring.
- Emergency response data.

Section 8. Project Coordination

Transportation projects affecting the Dalton District shall be coordinated between the Department and the Authority to:

- Eliminate duplication.
- Improve efficiency.
- Reduce lifecycle costs.
- Improve project delivery.
- Coordinate funding.
- Minimize disruption to corridor users.

Section 9. Memorandum of Understanding

Within one year following establishment of the Authority, the Department and the Authority shall execute a Memorandum of Understanding establishing procedures governing:

- Operational coordination.
- Planning.
- Budget coordination.
- Project delivery.
- Maintenance responsibilities.

- Asset management.
- Communications.
- Emergency operations.
- Personnel support.

The Memorandum shall be reviewed at least every five years.

Section 10. Preservation of Department Authority

Nothing contained within this chapter shall:

- Transfer ownership of transportation infrastructure.
- Eliminate statewide authority of DOT&PF.
- Alter constitutional responsibilities of the Department.
- Restrict the Commissioner's statutory authority except where specifically provided by law.

Article XIV - Interagency Coordination and Strategic Infrastructure Planning

Section 1. Purpose

The Dalton District supports transportation infrastructure that is essential to Alaska's economy, public safety, national defense, domestic energy production, and future resource development.

Because numerous agencies exercise responsibilities affecting the corridor, coordinated planning is necessary to maximize public investment and reduce unnecessary duplication.

Section 2. Lead Coordinating Entity

The Dalton District Infrastructure & Maintenance Authority is designated as the State's lead coordinating entity for strategic surface transportation planning within the Dalton District.

This designation authorizes the Authority to facilitate coordination among public and private stakeholders regarding transportation infrastructure planning.

Nothing in this section grants the Authority regulatory authority over another agency or entity except as expressly provided by law.

Section 3. State Agency Coordination

The Authority shall coordinate with:

- Department of Transportation & Public Facilities.
- Department of Revenue.
- Department of Commerce, Community, and Economic Development.
- Department of Military & Veterans Affairs.
- Department of Public Safety.
- Department of Environmental Conservation.
- Department of Fish and Game.
- Department of Natural Resources.
- Alaska Industrial Development and Export Authority.
- Alaska Railroad Corporation.
- Other state agencies as appropriate.

Section 4. Federal Coordination

The Authority shall maintain ongoing coordination with:

- Federal Highway Administration.

- United States Department of Transportation.
- Department of Defense.
- Department of Energy.
- Federal Emergency Management Agency.
- Bureau of Land Management.
- National Park Service.
- United States Fish and Wildlife Service.
- Army Corps of Engineers.
- Other federal agencies having jurisdiction within the Dalton District.

Section 5. Alaska Native Consultation

The Authority shall engage in meaningful government-to-government consultation with federally recognized Tribes and shall coordinate with Alaska Native organizations regarding transportation planning, subsistence access, cultural resources, workforce development, and economic opportunities consistent with applicable law.

Section 6. Local Government Coordination

The Authority shall coordinate with municipalities, boroughs, and unincorporated communities affected by the Dalton District regarding:

- Transportation planning.
- Emergency response.
- Economic development.
- Public safety.
- Community access.
- Infrastructure resilience.

Section 7. Corridor Master Planning

The Authority shall maintain a comprehensive Dalton District Corridor Master Plan integrating:

- Transportation.
- Utilities.
- Communications.
- Public safety.
- Emergency response.

- Freight mobility.
- Climate resilience.
- National defense.
- Economic development.
- Future transportation demand.

The Master Plan shall be updated not less than every five years.

Section 8. Strategic Infrastructure Coordination Council

The Authority shall establish a **Strategic Infrastructure Coordination Council** consisting of representatives from participating state agencies, federal agencies, Alaska Native organizations, local governments, industry, and other stakeholders.

The Council shall:

- Exchange information.
- Identify emerging transportation needs.
- Coordinate long-range planning.
- Recommend infrastructure priorities.
- Review future demand assessments.
- Improve interagency cooperation.

The Council serves in an advisory capacity only and shall possess no independent regulatory authority.

Section 9. Annual Strategic Infrastructure Summit

The Authority shall convene an annual Dalton District Strategic Infrastructure Summit bringing together public agencies, industry, Alaska Native organizations, researchers, military representatives, utilities, and other stakeholders to review:

- Corridor conditions.
- Infrastructure investments.
- Future demand.
- Funding opportunities.
- Emerging technologies.
- Strategic priorities.

A summary of the Summit shall be included in the Authority's Annual Report.

Section 10. Guiding Principle

All coordination activities undertaken pursuant to this article shall be guided by the principle that the Dalton District is a single, integrated transportation system whose long-term success depends upon collaboration among all corridor stakeholders.

Article XV - Federal Coordination and National Strategic Infrastructure Corridor Designation

Section 1. Legislative Intent

The Legislature recognizes that the Dalton District serves transportation functions extending beyond the State of Alaska by supporting domestic energy production, critical mineral development, Arctic operations, homeland security, national defense, scientific research, interstate commerce, and other nationally significant interests.

Accordingly, the Authority shall actively coordinate with federal agencies and Alaska's congressional delegation to promote continued federal investment in the Dalton District.

Section 2. Federal Coordination

The Authority shall serve as the State's principal coordinator for federal transportation initiatives affecting the Dalton District.

The Authority shall maintain working relationships with, including but not limited to:

- Federal Highway Administration.
- United States Department of Transportation.
- United States Department of Defense.
- United States Department of Energy.
- Federal Emergency Management Agency.
- Bureau of Land Management.
- United States Army Corps of Engineers.
- United States Fish and Wildlife Service.
- National Park Service.
- Arctic Executive Steering Committee or successor organizations.
- Other federal agencies having responsibilities affecting the Dalton District.

Section 3. Federal Funding Strategy

The Authority shall prepare and annually update a Federal Funding Strategy identifying opportunities to obtain financial assistance for:

- Maintenance.
- Capital improvements.
- Bridge preservation.

- Climate resilience.
- Emergency response.
- Arctic infrastructure.
- National defense.
- Critical mineral transportation.
- Freight mobility.
- Research and innovation.

The strategy shall prioritize programs that maximize federal participation while minimizing long-term costs to the State.

Section 4. Congressional Coordination

The Authority shall coordinate with Alaska’s congressional delegation regarding:

- Federal legislation.
- Transportation reauthorization.
- Appropriations.
- Grant opportunities.
- National freight policy.
- Arctic infrastructure initiatives.
- National defense infrastructure.
- Strategic transportation planning.

The Authority may provide technical assistance, policy recommendations, engineering analyses, and supporting documentation at the request of the Governor or Alaska’s congressional delegation.

Section 5. National Strategic Infrastructure Corridor

It is the policy of the State of Alaska that the Dalton District should be recognized by the United States Congress as a **National Strategic Infrastructure Corridor** because of its role in supporting:

- Domestic energy production.
- Critical mineral development.
- National defense.
- Arctic security.

- Emergency preparedness.
- Interstate commerce.
- Strategic freight movement.
- National economic resilience.

The Authority shall work with the Governor and Alaska’s congressional delegation to pursue federal recognition consistent with this policy.

Section 6. Federal Legislative Recommendations

The Authority may recommend amendments to federal law that improve:

- Corridor maintenance.
- Federal funding eligibility.
- Freight mobility.
- Infrastructure resilience.
- National defense coordination.
- Critical mineral transportation.
- Arctic transportation policy.
- Transportation asset management.

Recommendations shall be submitted through the Governor or as otherwise authorized by law.

Section 7. National Infrastructure Coordination

The Authority shall coordinate transportation planning with federal infrastructure initiatives affecting the Dalton District, including:

- Defense infrastructure.
- Energy infrastructure.
- Pipeline infrastructure.
- Utility corridors.
- Communications systems.
- Critical mineral transportation.
- Emergency preparedness.
- Scientific research.

Section 8. Interstate and International Coordination

Recognizing Alaska's role as America's Arctic gateway, the Authority may coordinate with:

- Canadian federal and provincial agencies.
- Yukon territorial government.
- Arctic transportation organizations.
- International Arctic research organizations.
- Other entities whose activities affect transportation serving Alaska's Arctic.

Nothing in this section authorizes the Authority to enter treaties or agreements reserved to the federal government.

Section 9. Annual Federal Coordination Report

The Authority shall submit an annual report to the Governor and Legislature summarizing:

- Federal funding received.
- Pending grant applications.
- Congressional coordination activities.
- National Strategic Infrastructure Corridor initiatives.
- Federal policy developments.
- Recommended federal legislative actions.
- Opportunities for additional federal investment.

Section 10. Construction

Nothing in this article shall:

- Limit the authority of the Governor in matters of federal relations.
- Supersede the authority of any federal agency.
- Bind the United States Government.
- Alter the constitutional relationship between the State of Alaska and the United States.

The purpose of this article is to strengthen cooperation between the State of Alaska and the federal government in support of the Dalton District.

Article XVI - Planning Requirements

Section 1. Comprehensive Planning

The Authority shall prepare and maintain the following planning documents:

1. Dalton District Master Plan.
2. Rolling Ten-Year Financial and Infrastructure Investment Plan.
3. Five-Year Capital Improvement Program.
4. Five-Year Maintenance Management Program.
5. Future Demand Assessment.
6. Climate Resilience Strategy.
7. Emergency Operations Plan.
8. Asset Management Plan.

Section 2. Planning Cycle

All plans shall be reviewed annually and updated as necessary.

The Dalton District Master Plan shall undergo a comprehensive review not less than once every five years.

Section 3. Public Participation

Prior to adoption or substantial revision of any major planning document, the Authority shall provide opportunities for:

- Public review.
- Agency review.
- Tribal consultation.
- Industry comment.
- Public meetings.

Section 4. Performance Evaluation

Each plan shall establish measurable objectives, implementation schedules, estimated costs, and performance metrics.

Article XVII - Maintenance Standards

Section 1. Maintenance Policy

The Dalton District shall be maintained to provide safe, reliable, year-round transportation consistent with available funding and Arctic operating conditions.

Section 2. Maintenance Priorities

Maintenance activities shall prioritize:

1. Public safety.
2. Corridor reliability.
3. Bridge preservation.
4. Drainage systems.
5. Gravel surface preservation.
6. Emergency response capability.
7. Preventive maintenance.
8. Climate resilience.

Section 3. Engineering Standards

Maintenance and construction shall conform to DOT&PF engineering standards unless the Commissioner approves alternative standards specifically developed for Arctic conditions.

Section 4. Emergency Maintenance

The Authority shall maintain emergency response capabilities capable of restoring transportation following disasters or major infrastructure failures.

Article XVIII - Capital Improvements

Section 1. Capital Improvement Program

The Authority shall maintain a prioritized Capital Improvement Program identifying projects necessary to preserve, improve, and modernize the Dalton District.

Section 2. Project Evaluation

Projects shall be evaluated based upon:

- Public safety.
- Lifecycle cost.
- Freight mobility.
- Infrastructure condition.
- Future demand.
- National significance.
- Climate resilience.
- Return on investment.

Section 3. Priority Projects

Priority shall be given to projects preserving existing infrastructure before capacity expansion unless expansion is necessary to address demonstrated transportation demand.

Article XIX - Emergency Powers

Section 1. Emergency Authority

During a declared emergency affecting the Dalton District, the Executive Director may authorize emergency expenditures, emergency contracts, and emergency procurement necessary to restore transportation.

Section 2. Emergency Coordination

The Authority shall coordinate with:

- Governor.
- DOT&PF.
- Department of Public Safety.
- Department of Military & Veterans Affairs.
- Federal agencies.
- Local governments.
- Alaska Native organizations.

Section 3. Reporting

Emergency actions shall be reported to the Board within thirty days and included in the Authority's Annual Report.

Article XX - Reports and Legislative Oversight

Section 1. Annual Report

Not later than January 31 of each year, the Authority shall submit an Annual Report to:

- Governor.
- President of the Senate.
- Speaker of the House.
- Commissioner of Transportation & Public Facilities.

Section 2. Contents

The report shall include:

- Financial statements.
- Performance measures.
- Infrastructure condition.
- Future Demand Assessment.
- Federal funding.
- Strategic partnerships.
- Capital projects.
- Maintenance activities.
- Budget recommendations.
- Legislative recommendations.

Section 3. Public Availability

Annual reports shall be public documents.

Article XXI - Audits and Accountability

Section 1. Independent Audit

The Authority shall obtain an independent annual financial audit.

Section 2. Legislative Audit

The Authority shall be subject to legislative audit as provided by Alaska law.

Section 3. Performance Audit

The Legislature may direct performance audits evaluating:

- Financial stewardship.
- Infrastructure management.
- Efficiency.
- Goal achievement.

Section 4. Corrective Action

The Board shall prepare corrective action plans addressing audit findings.

Article XXII - Rulemaking

Section 1. Authority

The Board may adopt regulations necessary to implement this chapter.

Section 2. Administrative Procedure Act

Regulations shall be adopted under the Alaska Administrative Procedure Act.

Section 3. Public Notice

All proposed regulations shall be subject to public notice and opportunity for comment.

Article XXIII - Transition and Implementation

Section 1. Initial Board

The Governor shall appoint the initial Board of Directors within ninety days after the effective date of this Act.

Section 2. Executive Director

The Board shall appoint an Executive Director within one hundred eighty days.

Section 3. Memorandum of Understanding

Within one year, the Authority and DOT&PF shall execute the Memorandum of Understanding required by this chapter.

Section 4. Initial Plans

Within eighteen months, the Authority shall complete:

- Dalton District Master Plan.
- Asset Management Plan.
- Rolling Ten-Year Financial and Infrastructure Investment Plan.
- Future Demand Assessment.
- Five-Year Capital Improvement Program.

Section 5. Initial Annual Report

The Authority shall submit its first Annual Report not later than eighteen months after organization.

Article XXIV - Effective Date

Section 1. Effective Date

Except as otherwise provided, this Act takes effect on **July 1 following enactment**.

Section 2. Immediate Authority

The Governor may take actions necessary to implement this Act before the effective date, including:

- Appointment of Board members.
- Preparation of organizational documents.
- Budget development.
- Initial coordination with state and federal agencies.

Section 3. Severability

If any provision of this Act or its application to any person or circumstance is held invalid, the remainder of the Act and its application to other persons or circumstances are not affected.

Section 4. Construction

This Act shall be liberally construed to accomplish its purposes of preserving, maintaining, improving, financing, and coordinating the Dalton District while protecting the public interest and maintaining legislative oversight.

Chapter 2 – Implementation and Miscellaneous Provisions

Introduction

The final provisions of the Dalton District Infrastructure & Maintenance Authority Act establish the administrative and legal framework necessary to transition from enactment to implementation. These sections provide for the orderly appointment of the initial Board of Directors, preserve the existing statutory responsibilities of the Alaska Department of Transportation and Public Facilities during the transition period, authorize the adoption of implementing regulations, and establish standard legal provisions governing severability and the effective date of the Act.

Together, these provisions ensure continuity of transportation operations while allowing the Dalton District Infrastructure & Maintenance Authority (DDIMA) to assume its responsibilities in a deliberate and coordinated manner.

Section 1. Transition Provisions

The establishment of the Dalton District Infrastructure & Maintenance Authority represents an organizational change rather than the creation of an entirely new transportation system. Accordingly, implementation should occur through a deliberate and phased transition that preserves uninterrupted transportation operations, maintenance activities, emergency response capabilities, and public services throughout the Dalton District.

Following enactment of this legislation, the Governor, in coordination with the Alaska Department of Transportation and Public Facilities (DOT&PF), shall initiate the transition process necessary to organize the Authority. During this period, DOT&PF shall continue performing all statutory duties and operational responsibilities until such time as those responsibilities are formally transferred pursuant to this Act.

The transition period should include, but not be limited to:

- Appointment and organization of the initial Board of Directors.
- Establishment of administrative offices, staffing, and operational procedures.
- Development and adoption of the Authority's initial bylaws, policies, and regulations.
- Preparation of the Authority's first operating budget and capital improvement program.
- Identification and transfer, where appropriate, of personnel, equipment, records, contracts, grants, and other assets necessary to carry out the Authority's responsibilities.
- Coordination with federal agencies, local governments, tribal organizations, and private stakeholders currently participating in transportation planning and operations within the Dalton District.

- Development of the Authority’s initial Strategic Infrastructure Plan and maintenance priorities.

The transition should be conducted in a manner that minimizes disruption to existing transportation services while providing sufficient flexibility to accommodate changing operational needs and future legislative direction.

Nothing contained in this Act shall be interpreted to invalidate existing contracts, permits, agreements, appropriations, or obligations lawfully entered into by the State of Alaska prior to the transfer of responsibilities unless otherwise specifically provided by law.

Section 2. Initial Appointments

The effectiveness of the Dalton District Infrastructure & Maintenance Authority will depend upon the timely appointment of a qualified and representative Board of Directors capable of providing strategic leadership during the Authority’s formative years.

Within the time prescribed by this Act, the Governor shall appoint the initial members of the Board in accordance with the qualifications, membership requirements, and confirmation procedures established herein. Consistent with Article IV, Section 4, the initial appointments should establish staggered terms so that approximately one-half of the appointments expire every two years, preventing the simultaneous expiration of all appointments and preserving institutional knowledge.

The initial Board shall convene as soon as practicable following appointment to:

- Elect Board officers.
- Adopt interim bylaws and governance procedures.
- Establish standing committees.
- Initiate recruitment of the Executive Director.
- Develop the Authority’s first annual operating budget.
- Begin preparation of the first Strategic Infrastructure Plan.
- Identify immediate transportation, maintenance, operational, and capital priorities for the Dalton District.
- Coordinate with DOT&PF and other state agencies regarding the orderly transfer of responsibilities authorized under this Act.

During the Authority’s initial organization, the Board should emphasize transparency, public participation, interagency cooperation, and coordination with federal partners, Alaska Native organizations, industry stakeholders, and communities served by the Dalton transportation corridor. The Board’s early actions should establish a strong foundation for long-term stewardship of transportation infrastructure serving both the State of Alaska and the national interest.

Section 3. Existing DOT&PF Responsibilities

The establishment of the Dalton District Infrastructure & Maintenance Authority is intended to strengthen Alaska’s transportation governance by creating a dedicated organization focused exclusively on the long-term stewardship of the Dalton District. It is not intended to diminish the authority, expertise, or statewide responsibilities of the Alaska Department of Transportation and Public Facilities (DOT&PF).

Until responsibilities are formally transferred pursuant to this Act, DOT&PF shall continue to exercise all powers, duties, and authorities provided under existing Alaska law. Existing maintenance operations, capital projects, emergency response activities, procurement actions, permitting responsibilities, and contractual obligations shall continue without interruption during the transition period.

Following implementation, DOT&PF and the Authority should operate as complementary organizations. DOT&PF shall retain its statewide planning, engineering, design, construction, aviation, marine highway, and transportation system responsibilities, while the Authority assumes those responsibilities specifically assigned by statute for the Dalton District.

The Authority shall coordinate with DOT&PF on matters involving statewide transportation planning, federal transportation programs, emergency response, environmental compliance, engineering standards, procurement policies, and capital project delivery to ensure consistency throughout Alaska’s transportation system.

Nothing in this Act shall be construed to impair existing authorities of DOT&PF outside the Dalton District or to limit the Department’s ability to provide technical assistance, engineering support, contracting services, or emergency resources to the Authority when requested.

The Legislature further recognizes that successful implementation of the Authority will depend upon continued cooperation between DOT&PF, the Authority, other state agencies, federal partners, local governments, Alaska Native organizations, and private industry.

Section 4. Regulations

To effectively carry out the provisions of this Act, the Dalton District Infrastructure & Maintenance Authority shall adopt regulations in accordance with the Alaska Administrative Procedure Act (AS 44.62).

These regulations shall establish the administrative, financial, operational, and technical procedures necessary to fulfill the Authority’s statutory responsibilities while maintaining transparency, accountability, and consistency with applicable state and federal law.

Regulations may address, but are not limited to:

- Governance procedures and Board operations.
- Financial management and accounting standards.

- Procurement and contracting requirements.
- Planning, programming, and project prioritization.
- Maintenance and operations policies.
- Asset management standards.
- Data collection and performance reporting.
- Public participation and stakeholder engagement.
- Coordination with state and federal agencies.
- Emergency management and incident response.
- Administration of grants, appropriations, user fees, and other authorized funding sources.

During the initial implementation period, the Authority may adopt interim regulations necessary to begin operations while permanent regulations are developed through the public rulemaking process.

In developing regulations, the Authority shall consult with DOT&PF, the Department of Law, the Department of Revenue, affected federal agencies, Alaska Native organizations, local governments, transportation stakeholders, and the public to ensure that regulations are practical, consistent with legislative intent, and responsive to the unique operational requirements of the Dalton District.

All regulations adopted pursuant to this Act shall be reviewed periodically and amended as necessary to reflect changes in transportation needs, technological advancements, infrastructure conditions, funding mechanisms, and applicable state or federal law.

Section 5. Severability

The provisions of this Act are intended to operate independently to the greatest extent permitted by law. If any section, subsection, sentence, clause, phrase, or application of this Act is determined by a court of competent jurisdiction to be unconstitutional, invalid, or otherwise unenforceable, such determination shall not affect the validity or enforceability of the remaining provisions.

It is the intent of the Legislature that the Dalton District Infrastructure & Maintenance Authority continue to function even if individual provisions are subsequently modified, repealed, or invalidated through judicial review or future legislative action. The Authority's governance structure, funding mechanisms, operational responsibilities, and statutory powers are designed to be sufficiently independent so that the remaining provisions may continue to be implemented consistent with the legislative intent expressed in this Act.

The Legislature further declares that it would have enacted each provision of this Act independently and regardless of whether any other provision is subsequently determined to be invalid. Accordingly, all remaining provisions shall remain in full force and effect unless expressly repealed or amended by subsequent legislation.

This severability provision is intended to preserve the continuity of transportation governance within the Dalton District and to minimize unnecessary disruption to infrastructure planning, maintenance, operations, and funding resulting from future legal challenges.

Section 6. Effective Date

As provided in Article XXIV, Section 1, this Act takes effect on July 1 following enactment, except as otherwise specifically provided by the Legislature.

Upon the effective date, the Governor shall initiate the organizational process necessary to establish the Dalton District Infrastructure & Maintenance Authority in accordance with the provisions of this Act. Initial implementation activities may include the appointment of Board members, establishment of administrative offices, adoption of interim bylaws, initiation of the regulatory process, and recruitment of executive leadership.

Recognizing that the transfer of responsibilities from existing agencies will require careful planning and coordination, implementation should occur in phases as determined by the Board and the Governor. Existing transportation operations and maintenance responsibilities shall continue under the Alaska Department of Transportation and Public Facilities until such time as specific responsibilities are formally transferred pursuant to this Act.

Within the Authority's first year of operation, priority should be given to:

- Organizing the Board of Directors and establishing governance procedures.
- Hiring an Executive Director and key administrative personnel.
- Developing the Authority's first Strategic Infrastructure Plan.
- Preparing an initial operating and capital budget.
- Establishing financial management and reporting systems.
- Identifying immediate maintenance, operational, and capital priorities within the Dalton District.
- Coordinating with federal, state, local, tribal, and industry partners regarding implementation of the Authority's responsibilities.

The Legislature anticipates that the Authority will continue to evolve as Alaska's transportation, economic, and national security priorities develop. Future amendments to this Act should build upon the governance framework established herein while preserving the Authority's core

mission of providing dedicated, long-term stewardship of transportation infrastructure within the Dalton District.

The orderly implementation of this Act marks the beginning of a long-term commitment to ensuring that transportation infrastructure serving Alaska's resource development, Arctic communities, national defense, and strategic economic interests receives sustained attention, dedicated management, and reliable funding for generations to come.

Appendix A - Legislative Crosswalk

Purpose

This Legislative Crosswalk identifies the principal provisions of the proposed Dalton District Infrastructure & Maintenance Authority Act and their relationship to existing Alaska Statutes. It is intended to assist legislators, committee staff, legal counsel, and state agencies in identifying where the proposed legislation supplements, modifies, or operates alongside existing statutory authority.

Unless specifically stated otherwise, the proposed legislation is intended to complement—not replace—the existing responsibilities of the Alaska Department of Transportation and Public Facilities (DOT&PF).

Legislative Crosswalk

Proposed Section	Subject	Existing Alaska Statutes	Relationship
Sections 1-4	Short Title, Purpose, Legislative Findings	AS 44.42 (DOT&PF)	Establishes legislative intent and authority.
Sections 5-10	Creation of DDIMA	New statutory authority	Creates a new public authority within state government.
Sections 11-17	Board of Directors	AS 39.05 (Appointments)	Establishes governance, appointments, qualifications, and terms.
Sections 18-24	Powers and Duties	AS 44.42; Title 19	Supplements existing transportation authority within the Dalton District.
Sections 25-31	Strategic Planning	AS 44.42.050	Establishes district-specific planning responsibilities.
Sections 32-36	Finance and Budget	AS 37 (State Finance)	Provides financial administration and budgeting authority.
Sections 37-41	Dalton District Infrastructure Fund	AS 37.05; AS 37.15	Creates a dedicated infrastructure fund subject to state fiscal controls.
Sections 42-45	Reporting and Accountability	AS 24.20; AS 37	Requires annual reporting, audits, and legislative oversight.
Sections 46-51	Implementation and Miscellaneous Provisions	General transition and administrative statutes	Provides implementation procedures, rulemaking authority, severability, and effective date.

Statutory Coordination

Implementation of this Act will require coordination with several existing titles of Alaska Statutes, including Title 19 (Highways and Ferries), Title 37 (Public Finance), Title 39 (Public Officers and Employees), Title 44 (State Government), and Title 46 (Environmental Conservation, where applicable).

Additional conforming amendments may be recommended by the Alaska Department of Law and the Legislative Legal Services Division during bill drafting.

Existing Authorities Preserved

Except as expressly provided by this Act, nothing in the proposed legislation is intended to repeal, diminish, or impair:

- The statewide authority of the Alaska Department of Transportation and Public Facilities.
- Existing federal transportation requirements.
- Existing environmental permitting authorities.
- Existing procurement statutes.
- Existing legislative appropriations authority.
- Existing authority of the Governor or Legislature.

Future Conforming Amendments

Should the Legislature enact this proposal, conforming amendments may be required to:

- Alaska Statutes governing transportation administration.
- State financial management statutes.
- References to transportation planning and maintenance responsibilities.
- Administrative code provisions implementing DOT&PF authorities.
- Other statutes identified during legislative committee review.

Appendix B - Organizational Framework

Purpose

This appendix provides an overview of the organizational framework established by the Dalton District Infrastructure & Maintenance Authority (DDIMA) pursuant to the Dalton District Infrastructure & Maintenance Authority Act. It illustrates the Authority's governance structure, executive leadership, functional organization, and relationships with state agencies, federal partners, local governments, Alaska Native organizations, industry stakeholders, and the public.

This appendix is intended to complement the statutory provisions contained in Volume III by providing a conceptual illustration of how the Authority is organized and administered. It does not modify or supersede any provision of the Act.

B.1 Governance Philosophy

The DDIMA is established as a public authority within the executive branch of the State of Alaska to provide dedicated, long-term management of the Dalton District transportation corridor.

Unlike traditional statewide agencies, the Authority has a corridor-specific mission focused exclusively on preserving, improving, operating, and strategically developing Alaska's most nationally significant transportation corridor.

The Authority is designed around five fundamental governance principles: long-term infrastructure stewardship, fiscal accountability, operational excellence, interagency coordination, and public transparency.

The Authority complements the responsibilities of the Alaska Department of Transportation and Public Facilities (DOT&PF) while maintaining a specialized operational focus on the Dalton District.

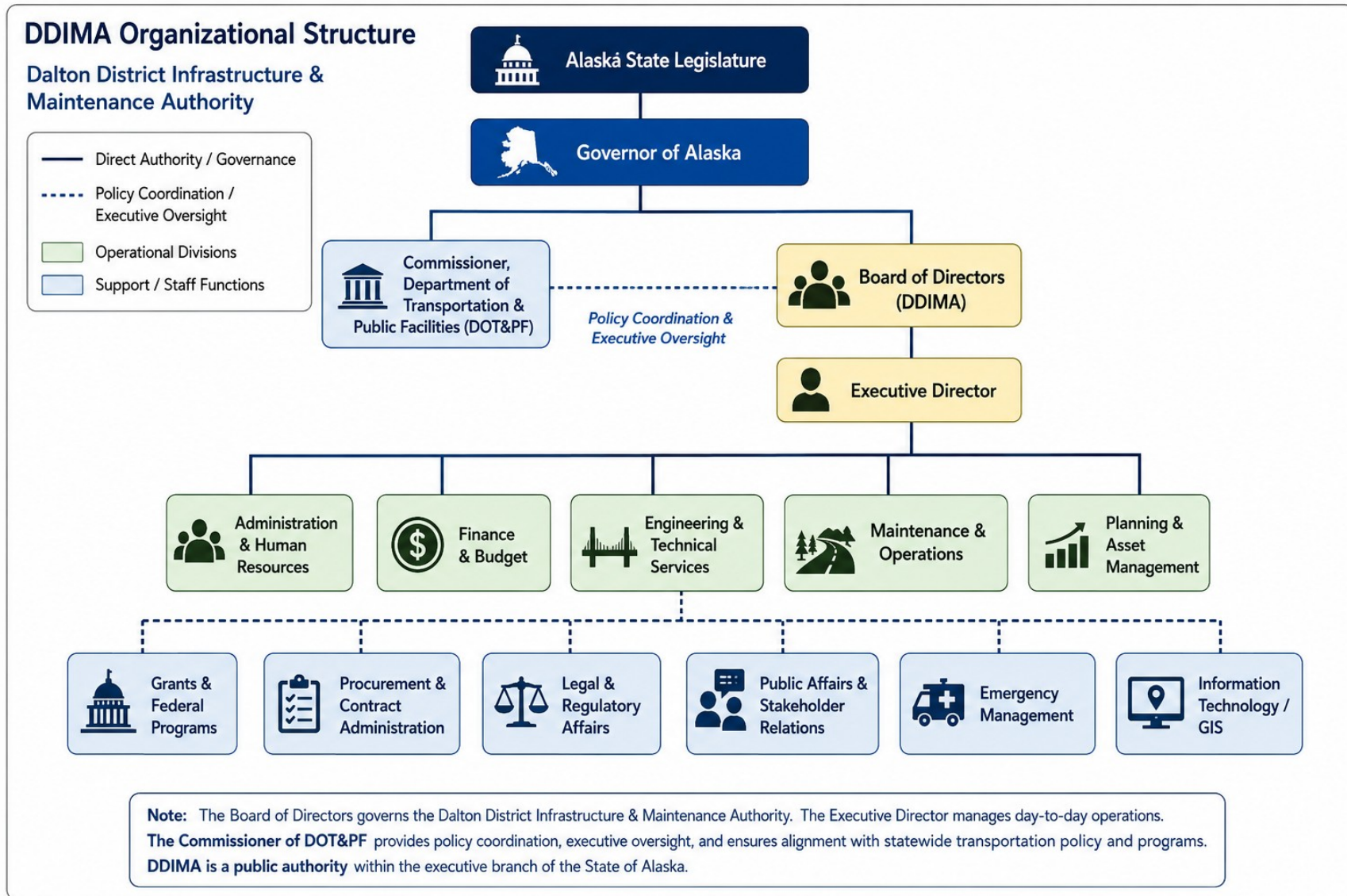
B.2 Executive Branch Relationship

The Authority functions within the executive branch under the policy direction established by the Alaska Legislature and the Governor while maintaining close coordination with the Commissioner of the Department of Transportation and Public Facilities.

The Commissioner serves as the principal point of executive branch coordination between DDIMA and DOT&PF, ensuring that statewide transportation policy remains aligned with corridor-specific planning, maintenance, and capital investment activities.

The Board of Directors retains independent governance authority over the Authority while coordinating with the Commissioner on matters of statewide transportation policy.

Figure D-3 Proposed Org Chart 1



B.4 Organizational Relationships

The Authority coordinates its activities with numerous governmental and non-governmental partners, including:

State government partners include the Governor of Alaska, the Alaska Legislature, the Department of Transportation & Public Facilities, the Department of Revenue, the Department of Law, the Department of Military & Veterans Affairs, and the Department of Environmental Conservation.

Federal government partners include the Federal Highway Administration, the U.S. Department of Transportation, the U.S. Department of Defense, the U.S. Department of Energy, the Bureau of Land Management, and the Federal Emergency Management Agency.

Regional and local partners include Alaska Native organizations, municipal governments, borough governments, Metropolitan Planning Organizations, and regional development organizations.

Private sector partners include pipeline operators, mining companies, freight carriers, energy producers, construction contractors, engineering consultants, and utility providers.

These partnerships support planning, maintenance, emergency response, capital investment, environmental stewardship, economic development, and national security objectives.

B.5 Functional Responsibilities

The Authority is responsible for corridor transportation planning, highway maintenance oversight, asset management, capital improvement programming, infrastructure funding administration, strategic infrastructure investment, emergency preparedness, emergency response coordination, performance measurement, data collection and analysis, public outreach, federal coordination, research and innovation, and national strategic infrastructure planning.

These responsibilities supplement—not replace—the statewide transportation functions of DOT&PF.

B.6 Administrative Organization

The Authority operates under policy established by the Board of Directors.

The Executive Director serves as the Chief Executive Officer and is responsible for implementation of Board policy and day-to-day management.

Administrative divisions include Administration & Human Resources, Finance & Budget, Engineering & Technical Services, Maintenance & Operations, Planning & Asset Management, Grants & Federal Programs, Procurement & Contract Administration, Legal & Regulatory

Affairs, Public Affairs & Stakeholder Relations, Emergency Management, and Information Technology / Geographic Information Systems (GIS).

The organizational structure is intended to remain scalable to accommodate future operational responsibilities and transportation demands.

B.7 Coordination Principles

Implementation of the Authority depends upon sustained cooperation among state agencies, federal partners, Alaska Native organizations, local governments, industry stakeholders, research institutions, and the public.

Accordingly, the Authority shall operate according to several guiding principles: transparency in decision-making, accountability for public resources, collaboration across all levels of government, data-driven planning and engineering, long-term financial sustainability, performance-based infrastructure management, responsiveness during emergencies, stewardship of Alaska's strategic transportation assets, continuous improvement through innovation, and preservation of public ownership and public trust.

Appendix C - Fiscal Considerations

Purpose

This appendix provides an overview of the anticipated fiscal considerations associated with establishing the Dalton District Infrastructure & Maintenance Authority (DDIMA). It is intended to assist policymakers in evaluating the financial framework proposed by this legislation and to identify potential funding mechanisms, administrative costs, and long-term fiscal benefits.

Actual appropriations, operating budgets, and fiscal notes shall be determined through the legislative process.

Initial Organizational Costs

Implementation of the Authority will require limited startup expenditures associated with establishing the organization and beginning operations. These costs may include appointment and orientation of the Board of Directors, recruitment of an Executive Director and administrative staff, office space, information technology, and administrative systems, development of financial management, procurement, and reporting systems, legal services and organizational support, and initial strategic planning and regulatory development.

To minimize costs, the Authority should utilize existing state resources and administrative support where practical during the transition period.

Operating Budget

The Authority's annual operating budget should support administrative operations, personnel and employee benefits, transportation planning, asset management, engineering and technical services, maintenance oversight, financial management, public engagement, regulatory compliance, and performance measurement and reporting.

The operating budget should remain proportional to the Authority's responsibilities while emphasizing efficient stewardship of public resources.

Dalton District Infrastructure Fund

The legislation establishes the Dalton District Infrastructure Fund as a dedicated account for financing eligible transportation infrastructure activities within the Dalton District.

Potential revenue sources may include legislative appropriations, federal transportation grants, federal discretionary infrastructure programs, state infrastructure funding, user fees authorized by law, public-private partnerships, bond proceeds if authorized, gifts, grants, and donations, and other revenue specifically authorized by the Legislature.

Money deposited into the Fund should be used exclusively for purposes authorized by this Act and should not lapse into the State's unrestricted general fund unless otherwise provided by law.

Long-Term Financial Benefits

A dedicated infrastructure authority is expected to improve the long-term efficiency of transportation investment through multi-year infrastructure planning, predictable maintenance funding, improved asset lifecycle management, reduced emergency repair costs, better coordination of capital projects, increased competitiveness for federal discretionary grants, and enhanced accountability through dedicated financial reporting.

Over time, these practices are intended to reduce deferred maintenance, improve infrastructure reliability, and lower the overall lifecycle cost of maintaining transportation assets within the Dalton District.

Economic Considerations

Reliable transportation infrastructure within the Dalton District supports significant statewide and national economic activity, including North Slope oil and gas production, critical mineral development, Arctic logistics, commercial freight transportation, pipeline maintenance, construction activities, national defense readiness, emergency response capabilities, and rural and remote community access.

Investments made through the Authority should be evaluated based on long-term economic returns, infrastructure resilience, and the strategic importance of the corridor to Alaska and the United States.

Legislative Oversight

The Legislature shall retain full authority over appropriations and fiscal oversight of the Authority.

The Authority shall submit annual operating budgets, capital improvement plans, audited financial statements, and performance reports to ensure transparency and accountability in the expenditure of public funds.

Fiscal Outlook

The creation of the Dalton District Infrastructure & Maintenance Authority is not intended to substantially increase overall state transportation spending. Rather, it establishes a governance and funding framework that enables existing and future investments to be managed more

strategically, transparently, and efficiently within one of Alaska's most critical transportation corridors.

Over the long term, the Authority is expected to improve infrastructure performance, reduce lifecycle maintenance costs, strengthen Alaska's competitiveness for federal funding, and provide greater fiscal certainty for the preservation and enhancement of the Dalton District transportation system.

Appendix D - Comparison with Existing Alaska Statutes

Purpose

This appendix provides a high-level comparison between the proposed Dalton District Infrastructure & Maintenance Authority Act and existing Alaska statutes governing transportation, public infrastructure, state administration, finance, and public corporations. The comparison is intended to illustrate how the proposed legislation complements existing statutory authorities while establishing a dedicated governance structure for the Dalton District.

The appendix is informational only and does not constitute a legal opinion or statutory interpretation.

D.1 Existing Statutory Framework

The proposed legislation has been developed to operate within Alaska's existing legal framework while addressing the unique operational requirements of the Dalton Highway and associated strategic infrastructure.

Existing state statutes already provide authority for transportation planning, highway maintenance, state budgeting, procurement, personnel administration, public corporations and authorities, emergency management, and federal transportation coordination.

The proposed Act supplements these authorities by creating a corridor-specific organization dedicated to long-term infrastructure stewardship.

E.2 Comparison of Authorities

Existing Alaska Statute	Current Responsibility	Proposed DDIMA Role
AS 19 - Highways and Ferries	Construction, operation, and maintenance of state highways	Corridor-specific planning, funding coordination, and long-term management of the Dalton District
AS 44.42 - Department of Transportation & Public Facilities	Statewide transportation administration	Administrative coordination while preserving statewide DOT&PF responsibilities
AS 37 - Public Finance	Budgeting, appropriations, accounting, and investment	Dedicated infrastructure fund administered in accordance with state fiscal law
AS 39 - Personnel	State personnel administration	Personnel management consistent with applicable state employment laws
AS 44 - Executive Branch Administration	Executive organization and state agencies	Creation of a public corporation and instrumentality (DDIMA), attached to DOT&PF for administrative purposes and governed by an appointed Board
AS 26 - Emergency Management	State emergency coordination	Coordination with emergency response agencies for corridor resilience and continuity of operations

D.3 Relationship to DOT&PF

The proposed Authority is not intended to replace the Alaska Department of Transportation and Public Facilities.

DOT&PF retains responsibility for statewide transportation policy, statewide highway planning, aviation, marine transportation, and all other statutory duties assigned under Alaska law.

DDIMA provides focused governance and dedicated management for infrastructure within the Dalton District while coordinating closely with DOT&PF.

D.4 Relationship to Existing Public Authorities

The proposed Authority follows a governance model similar to other Alaska public corporations and authorities in that it operates through an appointed Board of Directors, possesses administrative independence within its statutory authority, prepares annual budgets and financial reports, may accept grants and cooperative funding, coordinates with executive agencies, and remains subject to legislative oversight and appropriations.

Unlike statewide authorities, DDIMA is geographically limited to the Dalton District and is focused exclusively on transportation infrastructure and maintenance.

D.5 Legislative Oversight

Nothing in the proposed legislation diminishes the constitutional authority of the Alaska Legislature.

The Legislature continues to enact law, appropriate funding, establish policy direction, confirm appointments where required, conduct audits, request reports, and exercise oversight through the committee process.

D.6 Executive Oversight

The Governor appoints the members of the Board of Directors and retains those authorities provided by statute.

The Executive Director reports to the Board of Directors, while the Board remains accountable to the Governor and the Legislature in accordance with the Act.

The Authority coordinates with executive agencies but operates independently within the powers granted by statute.

D.7 Federal Coordination

The Authority is intended to improve Alaska's ability to coordinate with federal agencies and compete for federal transportation funding by providing a single corridor-focused organization capable of developing long-range infrastructure plans, administering federal grants, coordinating emergency response, supporting national defense infrastructure, supporting critical mineral

transportation, supporting Arctic logistics, and implementing federally funded transportation improvements.

D.8 Summary

The proposed Dalton District Infrastructure & Maintenance Authority Act builds upon Alaska's existing statutory framework rather than replacing it. The legislation establishes a dedicated governance model for one of the state's most strategically significant transportation corridors while preserving the authority of the Alaska Legislature, the Governor, and the Alaska Department of Transportation and Public Facilities.

The proposed framework is intended to improve long-term planning, funding stability, operational accountability, and interagency coordination while remaining fully integrated within Alaska's existing system of state government.