

ALASKA (Sen. Sullivan and Murkowski)

Current Condition of Transportation:

- 19% of AK's major roads are in poor condition¹
 - Driving on roads in need of repair costs Alaska motorists \$198m a year, or \$376 a year per motorist²
 - 51 lives were lost on the state's roads in 2013³
- AK's population increased by 33% from 1990 to 2013⁴
- Vehicle travel on Alaska's highways increased by 22% percent from 1990 to 2013⁵
- Congestion in America costs motorists \$121b annually in wasted fuel⁶

Current Condition of Commerce:

- Each year, 44% of the \$18b worth of commodities delivered annually from sites in Alaska is transported by trucks on the state's highways⁷

Need for Federal Investment:

- 93% Federal Share of AK Highway Capital Program⁸
- National Interstate Backlog of \$185.24b on 47,575 miles of interstate.⁹
 - National Highway System (NHS) backlog of \$424.5b on 227,224 miles of the NHS.

DRIVE Act —→ *What this does for Alaska*

Prioritize Bridge Reconstruction and Safety:

- Increased bridge set aside funding for:
 - AK's 153 structurally deficient bridges¹⁰
 - 23% of AK's bridges are structurally deficient or functionally obsolete¹¹

Improving Commerce:

- In the first 3 years of the DRIVE Act, AK will receive \$66,914,288 in addition to growth of the existing programs for freight.
- Prioritizing federal spending on interstate for projects in the national economic interest

¹ TRIP

² Ibid.

³ FHWA

⁴ US Census

⁵ TRIP

⁶ Ibid.

⁷ TRIP

⁸ ARTBA

⁹ AASHTO and FHWA

¹⁰ FHWA

¹¹ Ibid.

Long-Term 6-Year Certainty:

- Total share for first 3 years of DRIVE Act: \$2,211,892,948 that the state would not get otherwise.
- Major Projects in jeopardy:
 - **Knik Arm Crossing:** would connect Anchorage to land in the Matanuska-Susitna Borough. At 9,200 feet long, it would be longer than the Golden Gate Bridge, and would sport a price tag around \$1.6 billion¹²
 - **Glenn Highway improvements:** during peak hours, the road is extremely congested, resulting in delays and frustration. Long-range phased improvements are needed, including the widening or replacement of *Eagle River Bridge*¹³
- Building off NEPA reforms accomplished in MAP-21, DRIVE is cutting red tape and accelerating project delivery to increase AK's ability to efficiently finish projects.
- DRIVE delivers 6 years of certainty. 12 short term extensions since SAFETEA-LU have impeded on AK's ability to properly plan and budget for transportation projects.
- DRIVE gives AK the ability to prepare for the next 50 years. With a focus on innovation, AK can better deploy technology to improve the state transportation network.

¹² <http://ak-pipeline.com/?p=7725>

¹³ <http://www.eagleriverbridgenb.com/>