

# ALASKA

## Current Condition of Transportation:

- 19% of AK's major roads are in poor condition<sup>1</sup>
  - Driving on roads in need of repair costs Alaska motorists \$198m a year, or \$376 a year per motorist<sup>2</sup>
  - 51 lives were lost on the state's roads in 2013<sup>3</sup>
- AK's population increased by 33% from 1990 to 2013<sup>4</sup>
- Vehicle travel on Alaska's highways increased by 22% percent from 1990 to 2013<sup>5</sup>
- Congestion in America costs motorists \$121b annually in wasted fuel<sup>6</sup>

## 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 highways<sup>7</sup>

## Need for Federal Investment:

- 93% Federal Share of AK Highway Capital Program<sup>8</sup>
- National Interstate Backlog of \$185.24b on 47,575 miles of interstate.<sup>9</sup>
  - National Highway System (NHS) backlog of \$424.5b on 227,224 miles of the NHS.

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## **FAST Act**    **————>** *What this does for Alaska*

### Prioritize Bridge Reconstruction and Safety:

- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
  - AK's 153 structurally deficient bridges<sup>10</sup>
  - 23% of AK's bridges are structurally deficient or functionally obsolete<sup>11</sup>

### Improving Commerce:

- Over the life of the bill (FY2016-FY2020), AK will receive \$80,297,146 in addition to growth of the existing programs for freight.

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<sup>1</sup> TRIP

<sup>2</sup> Ibid.

<sup>3</sup> FHWA

<sup>4</sup> US Census

<sup>5</sup> TRIP

<sup>6</sup> Ibid.

<sup>7</sup> TRIP

<sup>8</sup> ARTBA

<sup>9</sup> AASHTO and FHWA

<sup>10</sup> FHWA

<sup>11</sup> Ibid.

- This new formula-based Freight Program will ensure federal dollars for the state by prioritizing spending on interstate for projects in the national economic interest.
- In addition to the National Freight Program, AK, through the Nationally Significant Freight and Highway Projects (NSFHP), a \$4.5 billion discretionary grant program, will be able to compete for funding to address major projects of high importance to a community, a region, or the country. This will provide much needed funding for projects that are too big to get off the ground due to constraints on traditional funding. Furthermore, NSFHP has a rural set-aside and equitable geographic distribution of funds. This will ensure a balance of where federal dollars are directed, making sure rural projects see the light of day as well as the major projects that will greatly benefit the national economy.

### Long-Term 5-Year Certainty:

- Total share over 5 years of the FAST Act: \$2,923,652,425 that the state would not get otherwise.
- Major State Projects that can benefit from the FAST Act:
  - **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 billion<sup>12</sup>
  - **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*<sup>13</sup>
- FAST delivers 5 years of certainty. 36 short term extensions since SAFETEA-LU have impeded on AK's ability to properly plan and budget for transportation projects.
- Building off NEPA reforms accomplished in MAP-21, FAST is cutting red tape and accelerating project delivery to increase AK's ability to efficiently finish projects.
- FAST 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.

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<sup>12</sup> <http://ak-pipeline.com/?p=7725>

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