ALASKA

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

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\(^7\)

Need for Federal Investment:
- 93% Federal Share of AK Highway Capital Program\(^8\)
- 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.

FAST Act \(\rightarrow\) 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\(^10\)
  - 23% of AK’s bridges are structurally deficient or functionally obsolete\(^11\)

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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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.
• 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:
  o **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
  o **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*.

• 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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