



Alaska Department of Transportation & Public Facilities

FFY 2015 Proposed Capital Budget Presentation

Pat Kemp, PE Commissioner
Jeff Ottesen, Division Director
February 18, 2014

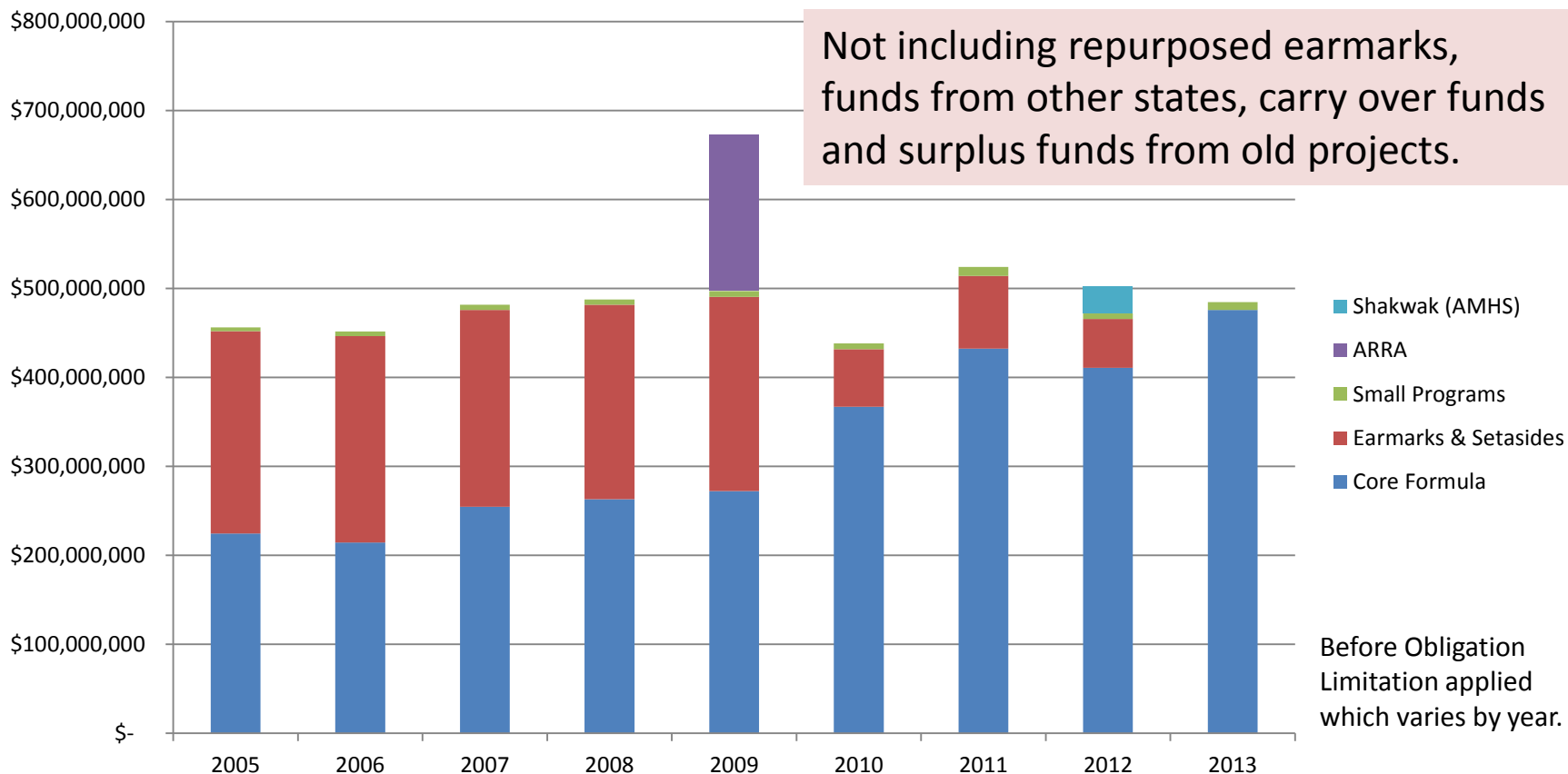


Outline

- FFY 15 Request Versus Historical Funding Levels
- Big issues we now face
- Review of more prominent projects

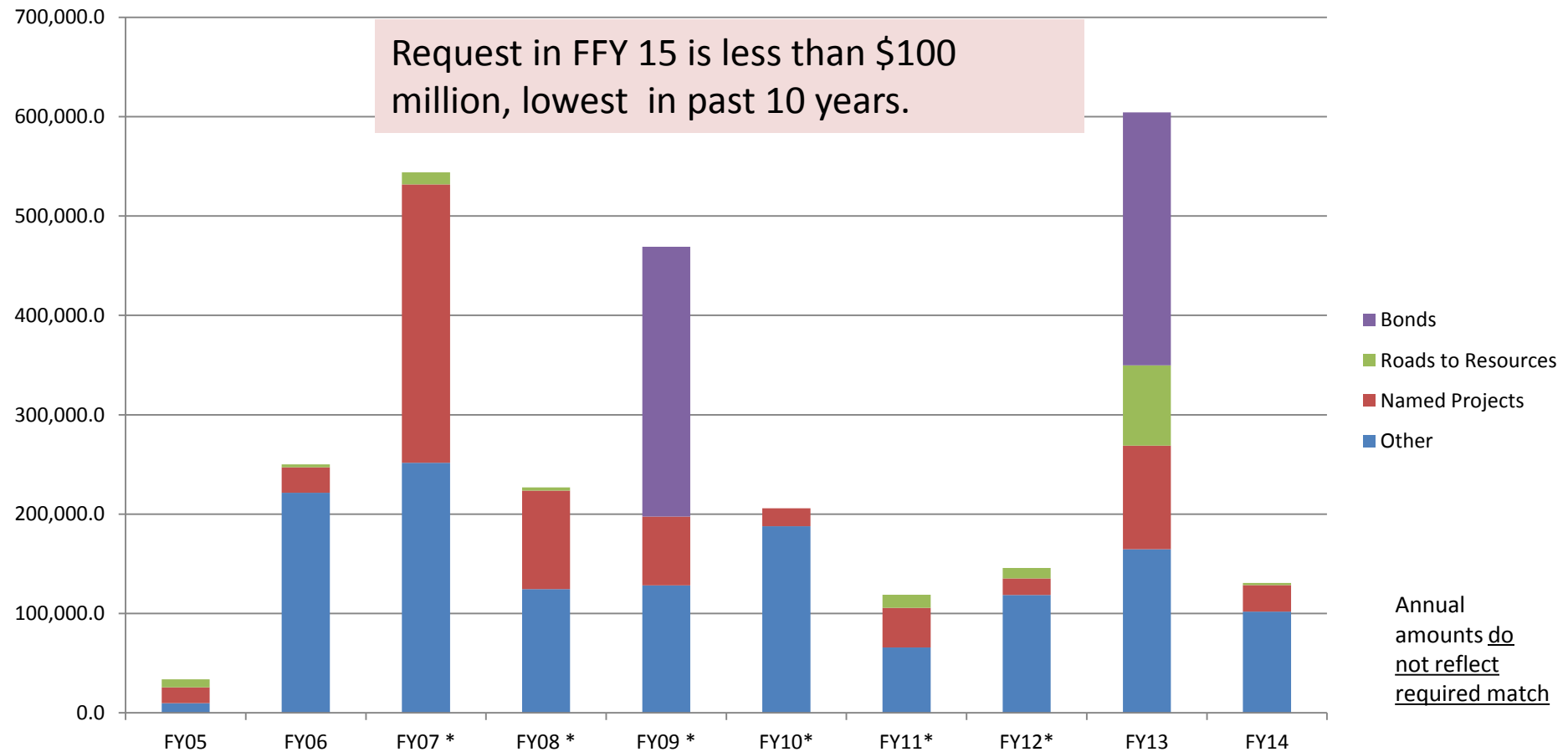


Federal Highway Program



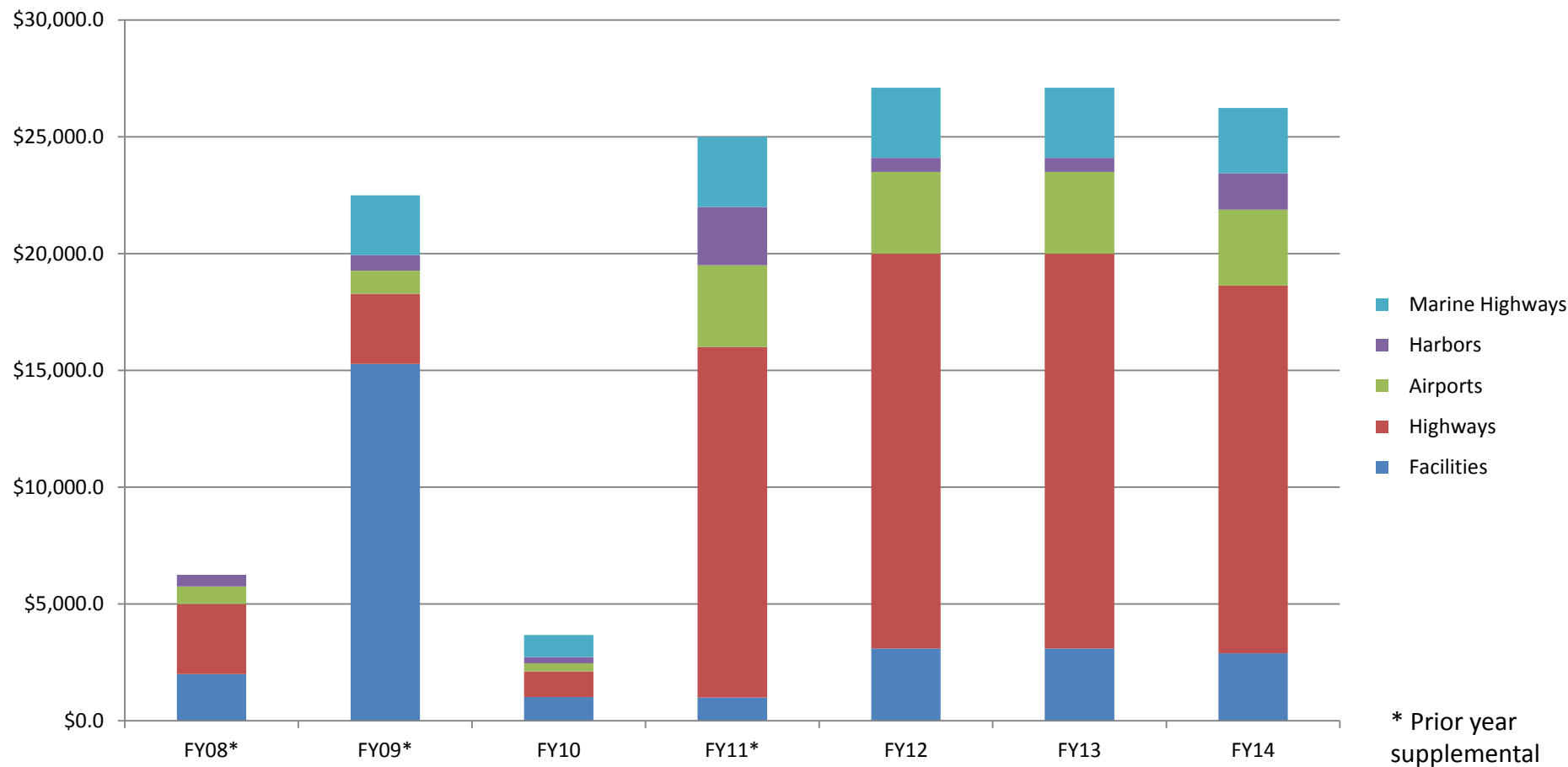


State GF Capital Transportation Program





State Deferred Maintenance





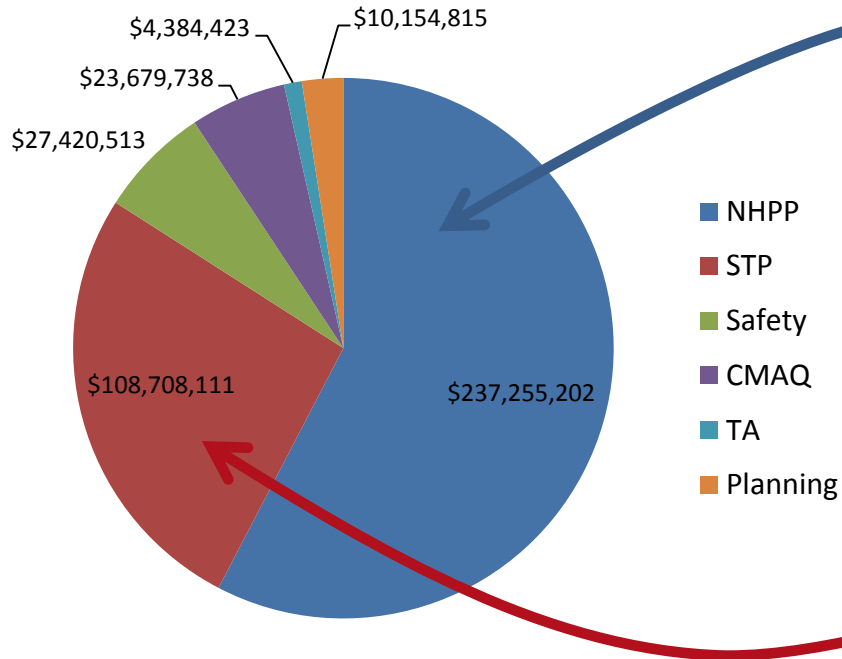
Bigger Issues We Face

- MAP-21 (moving Ahead for Progress in 21st Century) Changes in emphasis:
 - Safety and National Highway System increased
 - Community roads and lesser state highways substantially reduced
- End of year rush to obligate
 - Tremendous strain on staff and FHWA
- Numerous big NHS projects now reaching construction stage at once
- Performance management influence
- Funding adequacy

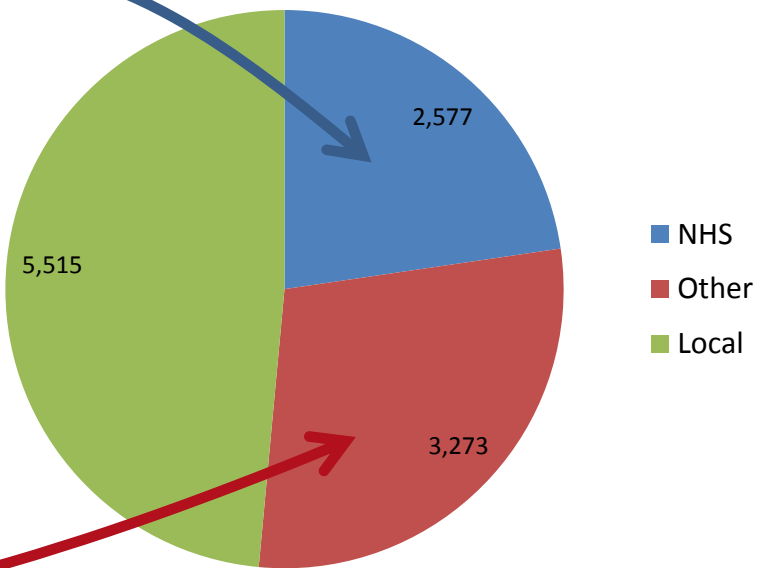


MAP-21 Emphasis is to National Highway System

Federal-aid Funds



Miles of Road



23% of Road Miles Garner 57% of Federal-aid Funding



Late Funding Challenge

- In 2013, we obligated >\$700 million though we received <\$500 million in annual federal funds
 - Most of the extra funding came known very late in the fiscal year from these sources:
 - Project closeouts with little grace period >\$100 million
 - Prior year funds that would lapse >\$100 million
 - End of year redistribution >\$10 million
 - Only with pre-designed work, capital budget authority and additional match funds could we successfully react



MAP-21 Performance Mandate

- FHWA to set National Highway System (NHS) Performance Measures for:
 - Safety
 - Pavements and Bridges
 - Freight Mobility
 - Congestion
 - System Performance
- If National Highway System (NHS) system conditions fail to meet targets:
 - Must divert funding to better performance
 - Later, penalized with higher match requirement



Major Projects

- Projects over \$100 million require annually updated financial plans
- Projects over \$500 million require even greater requirements (e.g., Knik Arm Bridge, Juneau Access)
- Several of these projects now underway or soon will be ready
- Parks, Seward, several others now in queue



Funding Adequacy

- NHS Program: adequate funding, but new performance mandates and log-jamb of bigger projects now ready is a double challenge
- STP Program: under-funded, means too many projects to finish within federal time-trap rules
- Strategies:
 - Prioritize needs over wants
 - Reduce scope and expensive add-ons
 - Focus on active projects; limit new starts



Selected Projects (1)

- Economic Development: Deadhorse airport, Juneau Access, KABATA, Tanana road
- Asset Management and Deferred Maintenance: AMHS overhaul, Off-system bridges, GF funded too
- Municipal Harbors: Seward and Whittier
- Airports (AIP): AIAS, Ambler, Kodiak, Seward, Kwigillingok



Selected Projects (2)

- Surface Transportation:
 - Asset Management: numerous bridges, pavement and ferry and terminal projects
 - Funding allocated to FMATS & AMATS
 - Highway safety: numerous named and program type projects (e.g., passing lanes at 13 Parks Hwy locations last year)