

Alaska Department of Transportation & Public Facilities

Surface Transportation NEEDS AND CHALLENGES

October 1, 2009

Frank Richards
Deputy Commissioner



DOT&PF Mission

**PROVIDE FOR THE SAFE MOVMENT OF
PEOPLE AND GOODS AND THE
DELIVERY OF STATE SERVICES**

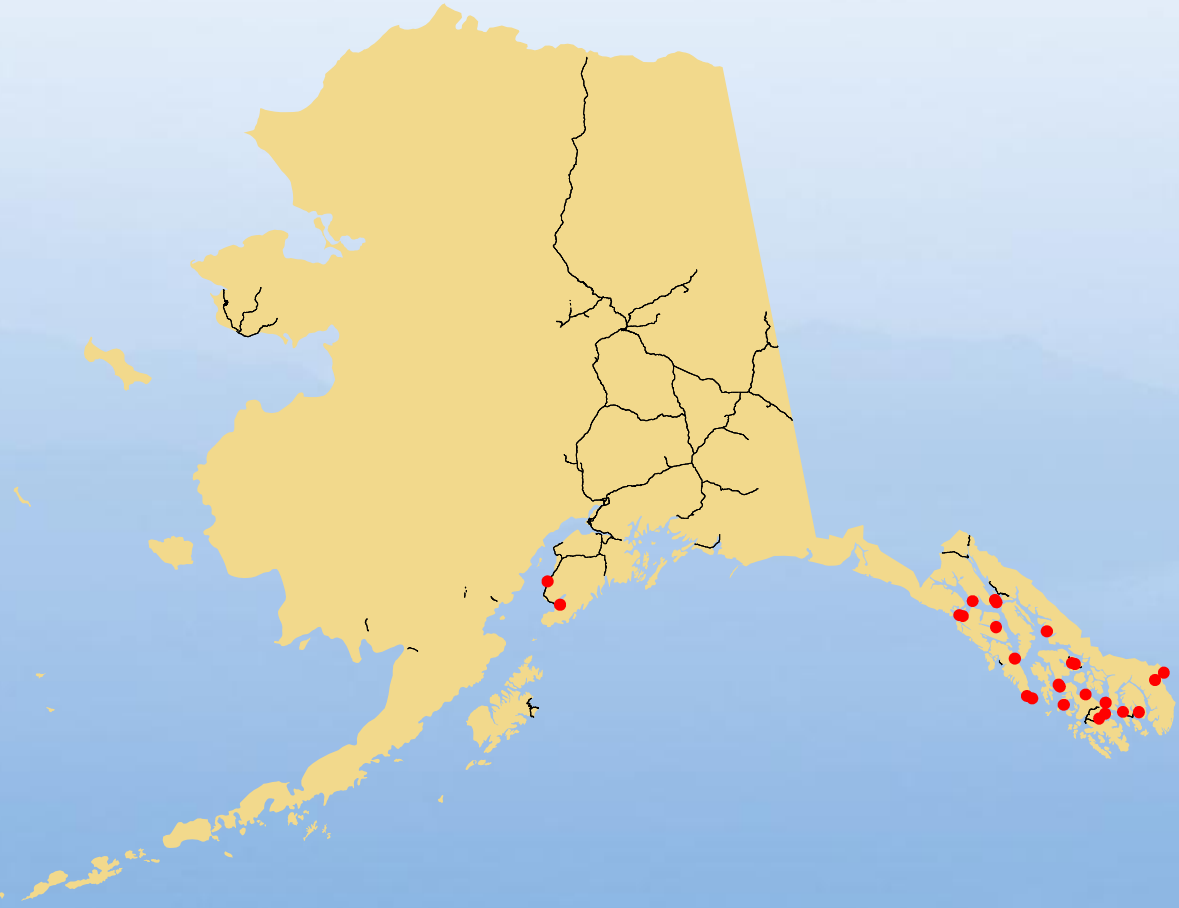
DOT&PF Ports & Harbors

25 State-owned Harbors

**74 harbors transferred to
local government**



Seiners at Kodiak Harbor



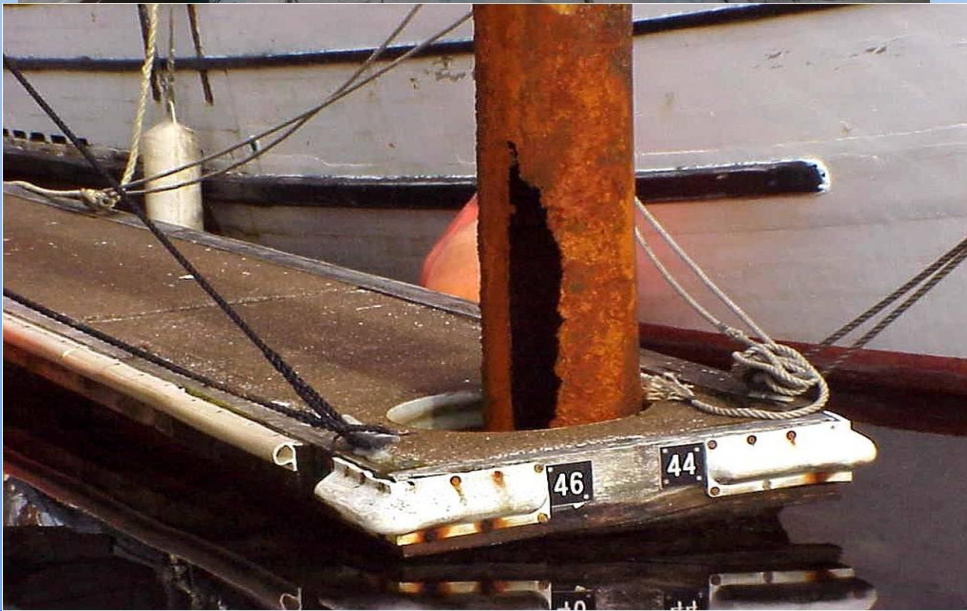
DOT&PF Ports & Harbors

- Department owns 25 public harbor facilities
 - Located in unincorporated areas
 - Harbor is usually main focal point of economic activity and transportation
 - Many also have seaplane floats
- Since 1986, Department has transferred 75% (100) of its harbors to local government
 - Goal is to delegate O&M to the local governments who charge & collect harbor fees that fund on-going harbor maintenance
- Capital programs
 - Municipal Harbor Facility Grants (AS 29.60.800)
 - Corps of Engineers Program

Harbor Needs



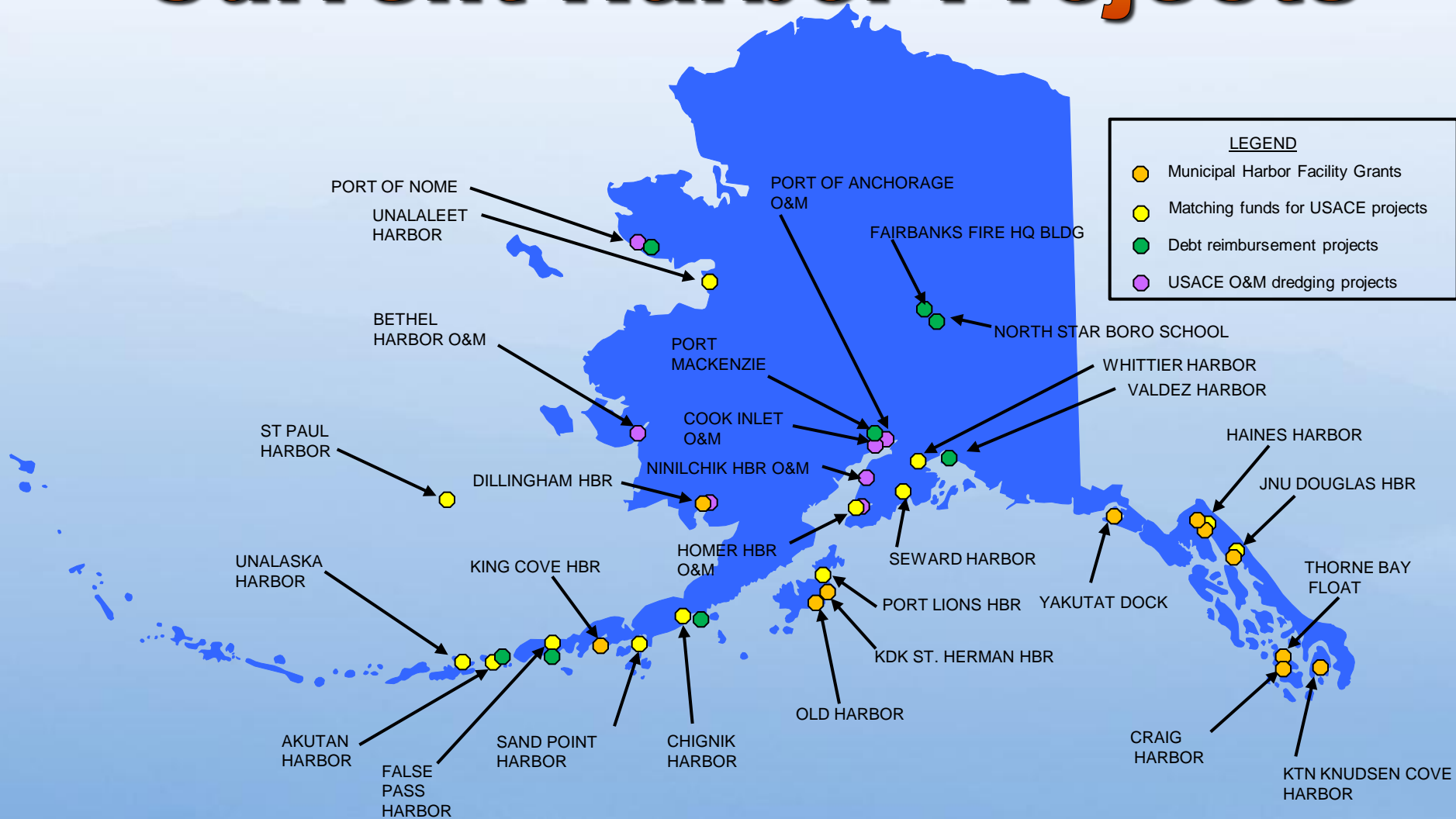
Timber Float



Bent piles at Kodiak

Corroded piles

Current Harbor Projects



Municipal Harbor Facility Grants

- Established in 2006 providing financial assistance to municipal harbor facilities
- Requires annual appropriation from the Legislature
- 50/50 matching grants
- Grants: \$5M cap per year per facility, \$50K minimum
- Locally managed projects
- Tier I Grants
 - only available to previously state owned facilities in need of major maintenance/repair,
 - one time only eligibility
- Tier II Grants
 - available to all municipal harbor facilities, including those having received Tier I grant.
 - Facilities are eligible for multiple Tier II grants

National Highway System

2,113 center line miles

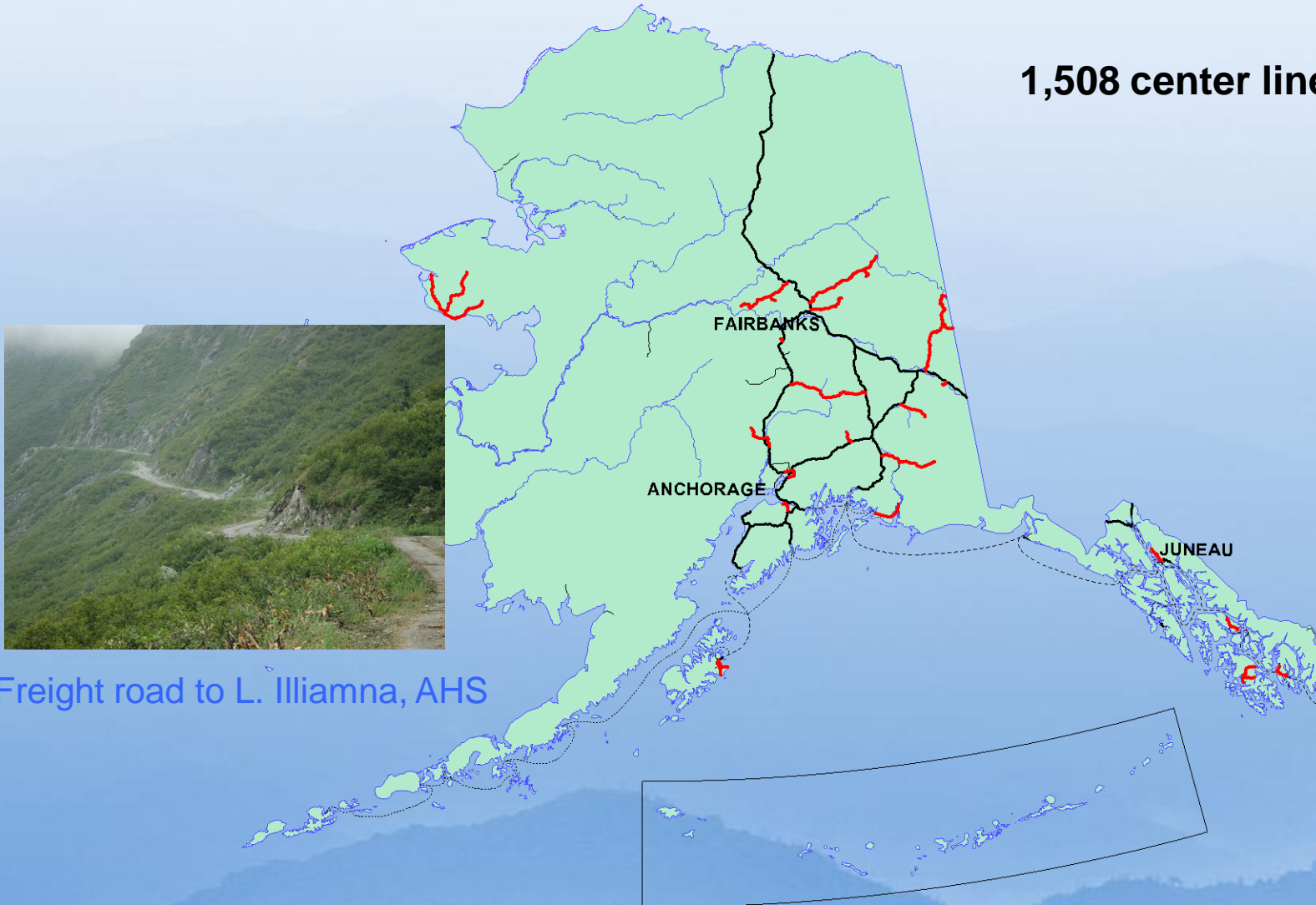


Hurricane Gulch Bridge, NHS



Alaska Highway System

1,508 center line miles



Freight road to L. Illiamna, AHS

\$8.0 Billion Needed

• Urban capacity	\$2 B
• Highway Safety Corridors	\$1 B
• NHS to current standards	\$1 B
• Ferry, rail, transit	\$1 B
• New roads, links	\$. 5 B
• Gas line, truck wt restrict	\$2 B
• Other – NHS rehab Strategic AHS links, earmark	\$.5 B
TOTAL NEEDS	\$8 B

Highway Safety Corridors Needs

4 lane divided highways

- Parks Hwy \$100+ million
- Seward Hwy \$600+ million
- Sterling Hwy \$100+ million
- Knik-Goose Bay \$ 75+ million

TOTAL approximately \$1 billion

Deferred Maintenance Needs

• Highways	\$305,912.6
• Facilities	\$ 26,770.0
• Statewide Harbor Maintenance	\$ 19,084.0
• Alaska Marine Highway	\$ 23,311.3
• Aviation	<u>\$ 54,110.7</u>
TOTAL	\$429,188.6

Bridge Deficiencies



Alaska Highway bridge after over height strike - reduced to single lane of traffic

Bridge No.	518	Structure	Johnson River	Date	08/7/2006
Roll/Disk	3	Inspector	Elmer Marx & Sam Sollie	Frame	72
Bent Sway Brace					

Anchorage interchange bridge girder buckled



Bridge No.	0976	Structure	Hillcrest Overcrossing	Date	04/13/2006
Roll/Disk	1	Inspector	Scarborough / Banse	Frame	10
Buckled Stiffeners on Left Exterior Girder.					

Maintenance Needs Just for Ruts in Central Region

\$286 Million



Environmental Warming Problems



Pavement Distress

mile 147 Glenn hwy

05.17.2007



Typical Settlement Problem Common Throughout the Northern Region

05.17.2007
mile 172 Glenn hwy

Settlement due to thawing sub-base on Glenn Highway



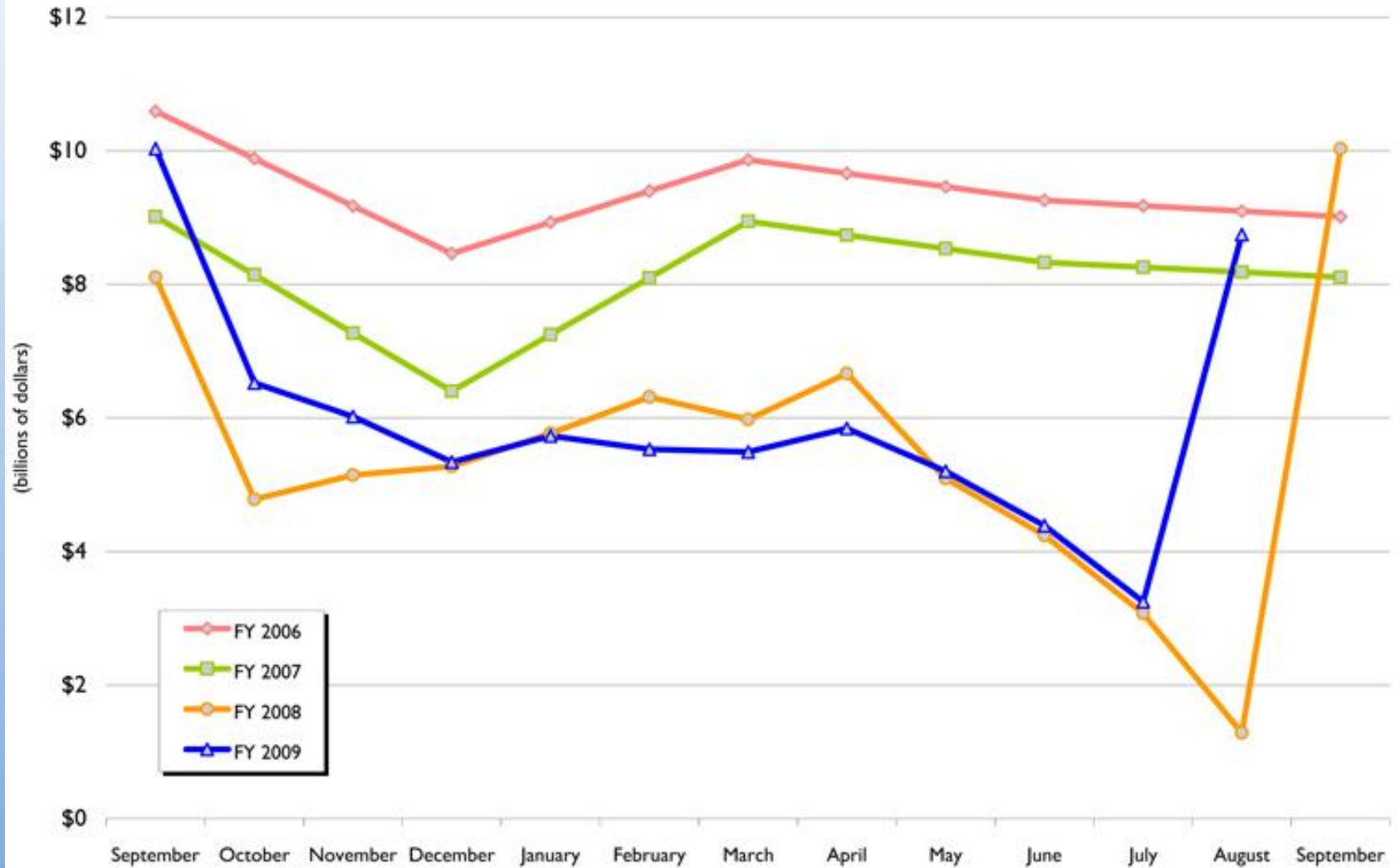
Mile 37 Copper River Highway Continuing Erosion Damage

Increased rainfall intensity is causing more erosion

New Federal Requirements

- Municipal Separate Storm Sewer System (MS4) Permit Requirements for particulate control
 - Sweep all MOA streets by June 1st
 - High frequency streets 2X/month May thru September
 - Med frequency streets 1X/month May thru September
 - Low frequency streets just the initial sweeping
- Budget impacts
 - Currently \$416,3000
 - Need an additional \$1,798,834 for a total of \$2,165,134

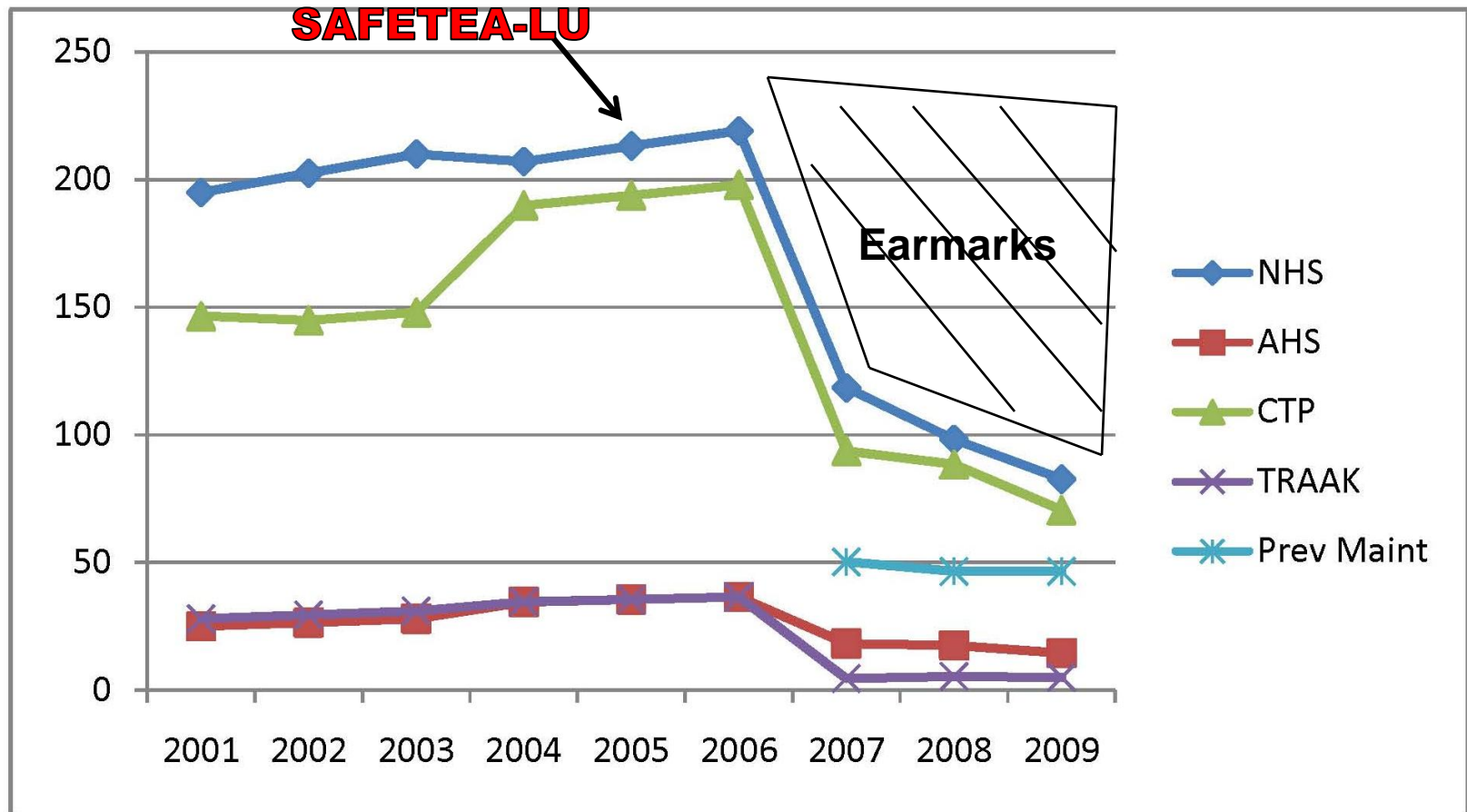
Highway Account Balance



Ending balance for FY 2008 includes \$8.017 billion transferred from the General Fund in September 2008 pursuant to Public Law 110-318.

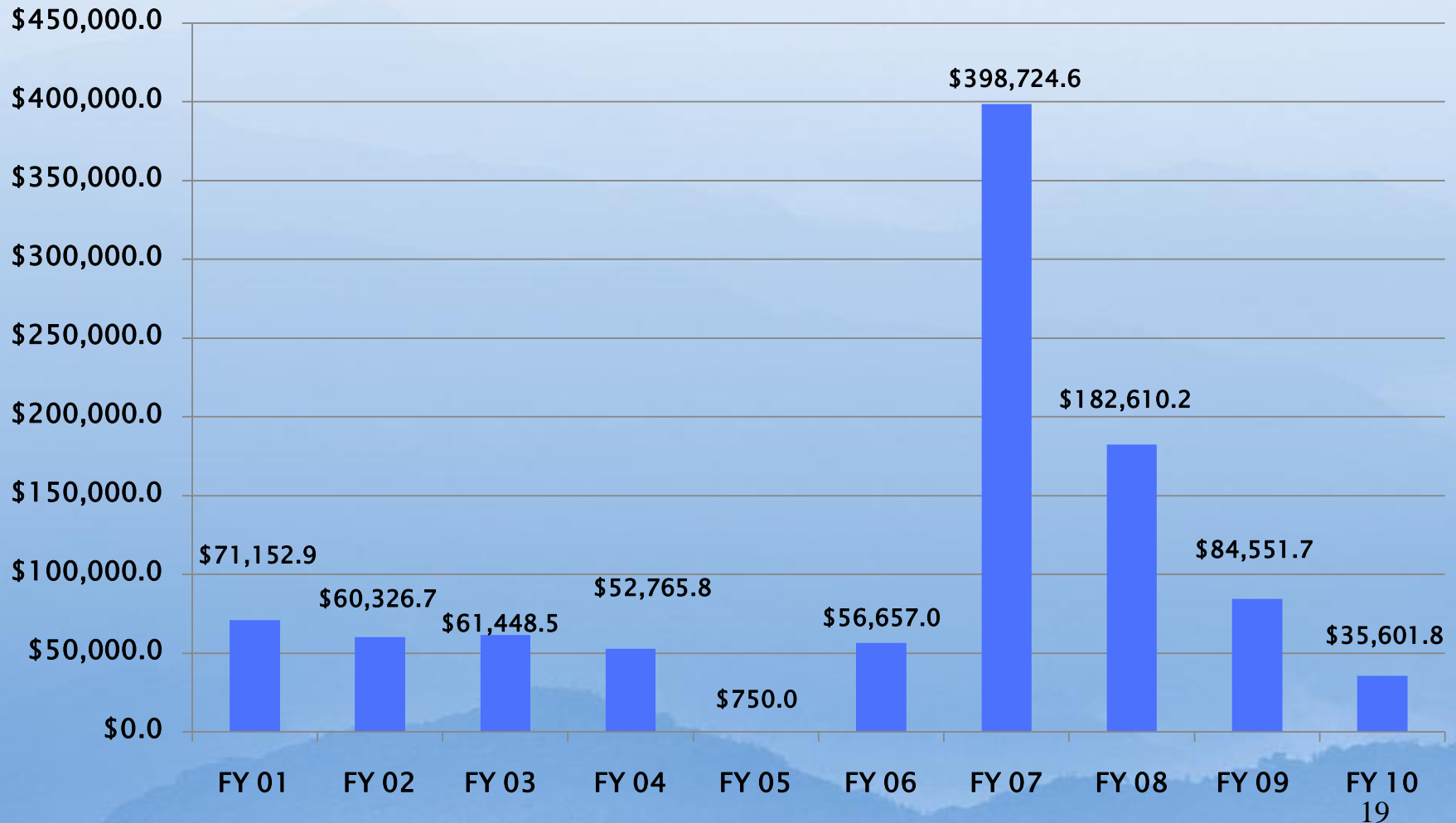
Ending balance for FY 2009 includes \$7 billion transferred from the General Fund in August pursuant to Public Law 111-46.

Alaska's Federal Highway formula funds for the STIP are decreasing

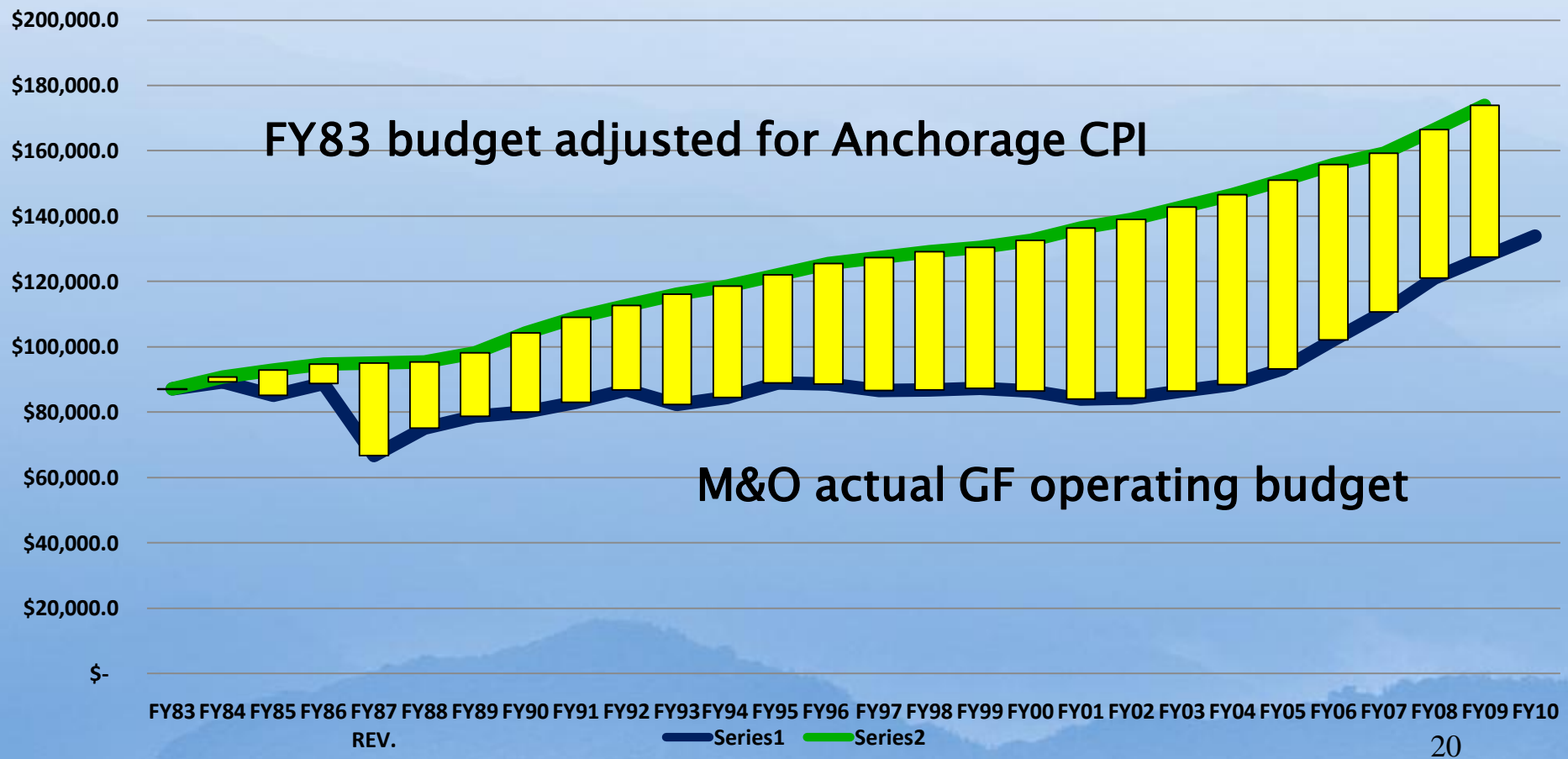


\$50 million/year dedicated to "Pavement & Bridge Rehabilitation"

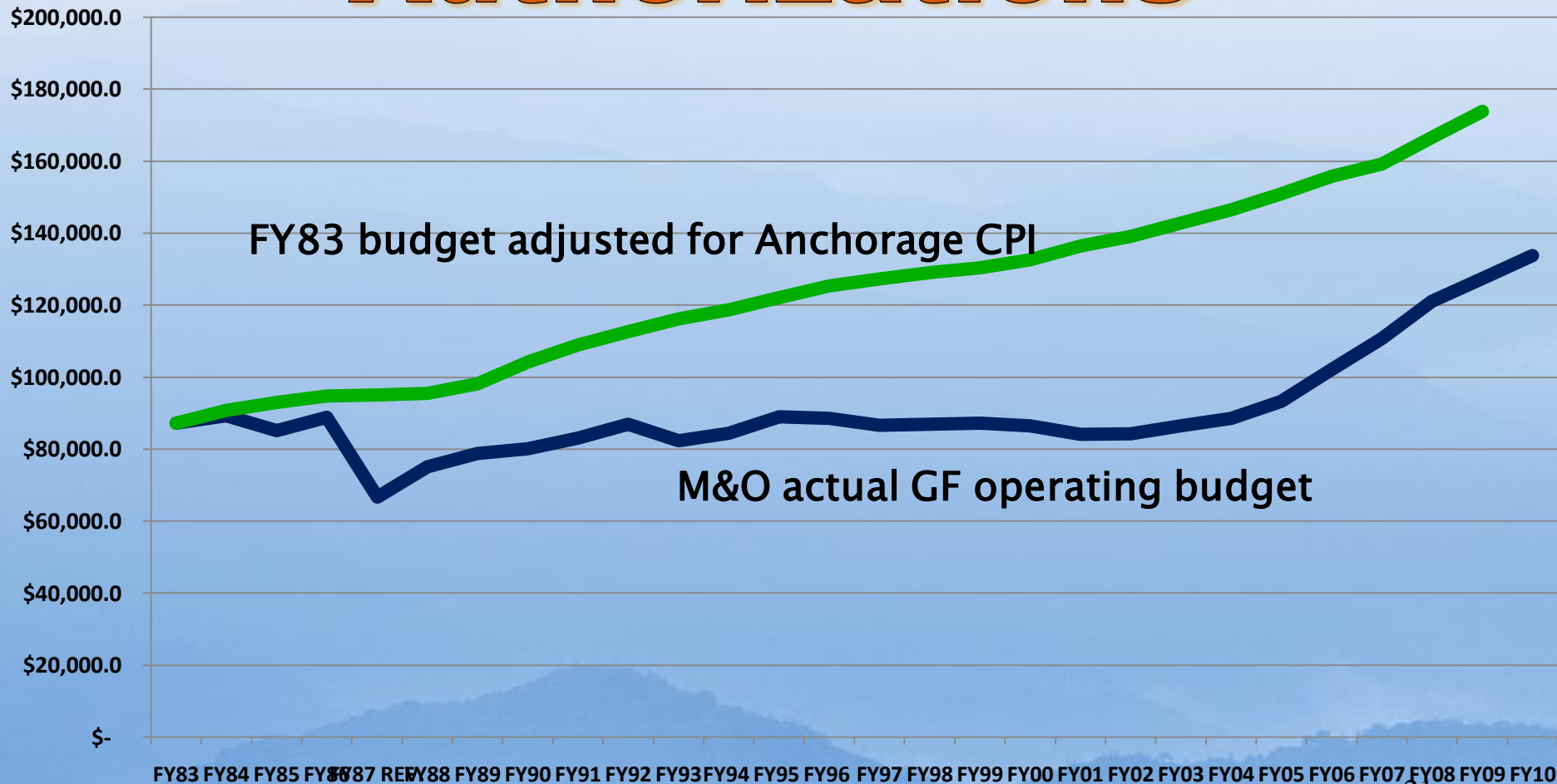
State GF Capital Appropriations



Maintenance & Operations GF Fund Authorizations



Maintenance & Operations GF Fund Authorizations



ADVANTAGES OF STATE OVER FEDERAL FUNDS

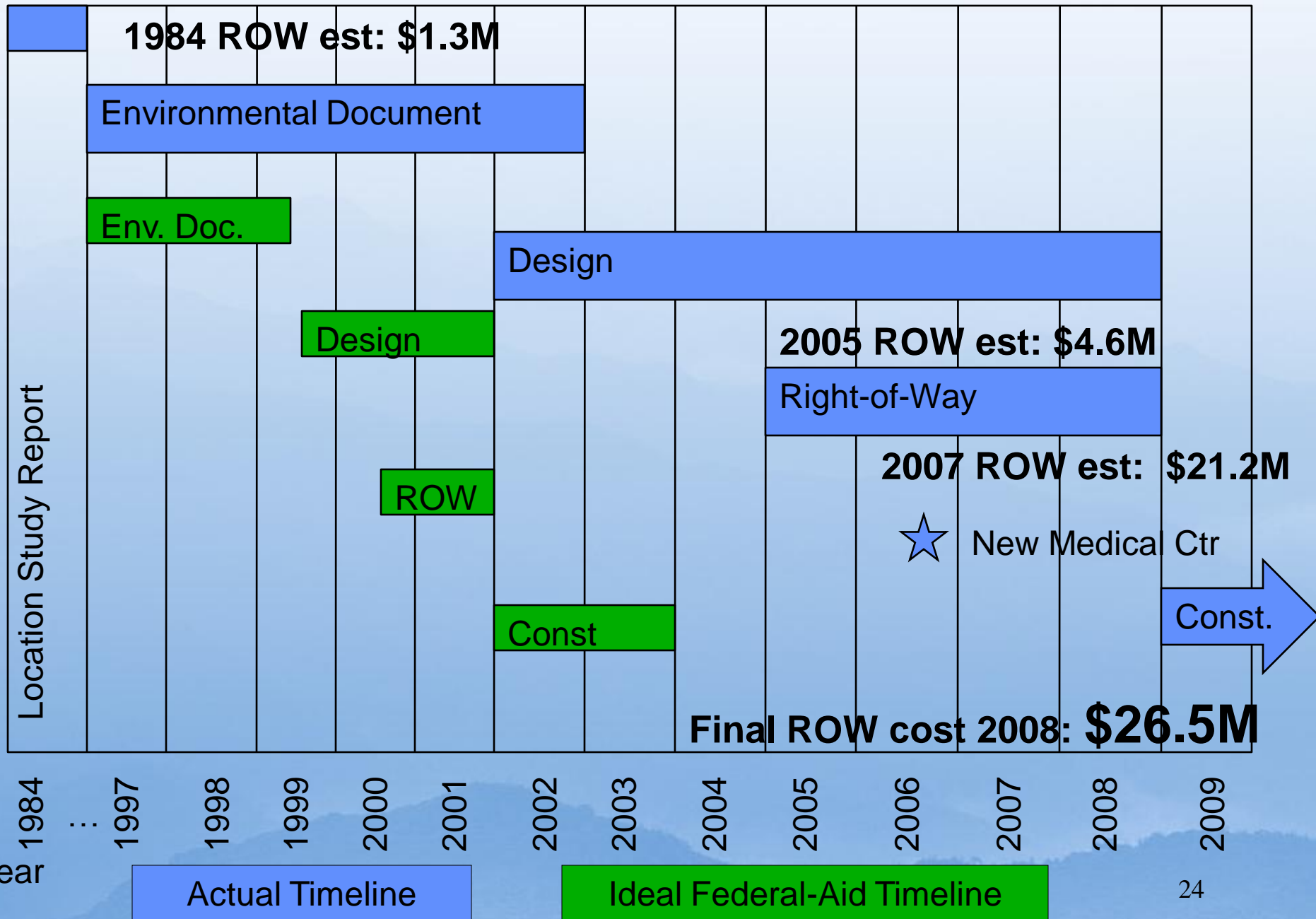
Maintenance & Operations GF
Fund Authorizations

State vs. Federal \$\$

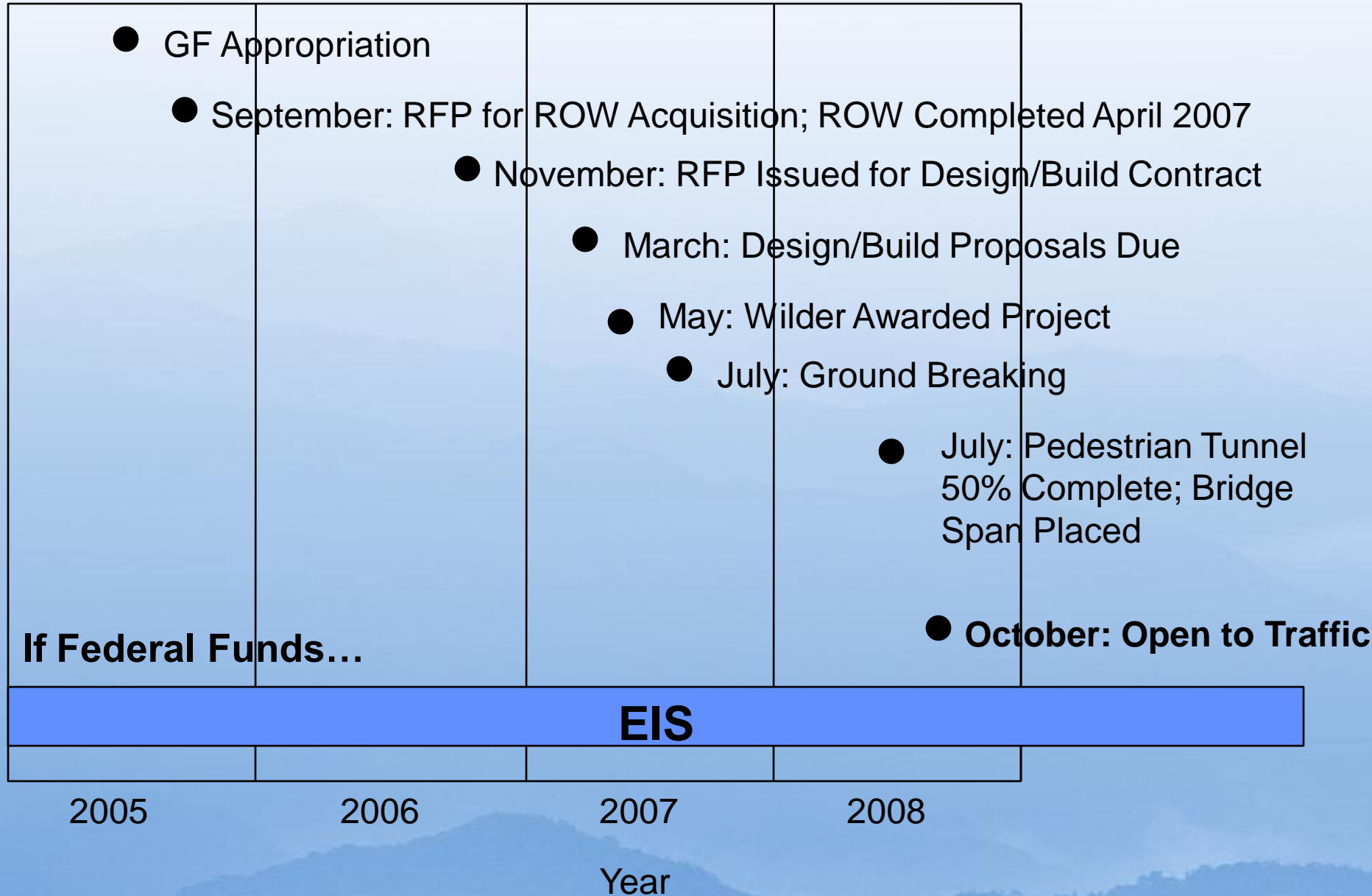
- Time and cost savings
- Most significant on large, complex projects
- Smaller projects typically take 1-2 years to reach construction, regardless of funding source



Trunk Road



GLENN/BRAGAW INTERCHANGE – State Funds (GF)



Surface Transportation Authorization Rep. Oberstar

Major departures from past federal policy

- **Reduces reliance on highways – funding geared to largest 100 metropolitan areas at expense of rural areas**
- **Decision making for state owned highways transferred to non state entities**

Surface Transportation Authorization

(cont.)

Technical Issues

- **Significant non- construction costs**
 - More plans (freight, safety, critical assets)
 - More data collection
 - More public process
- **No new roads**
- **No new capacity**
- **New national “offices” value is questionable**

Surface Transportation Authorization

(cont.)

Funding Issues

- **AK not eligible for approx. 20% of funds due to low population**
 - High speed rail
 - Freight corridors
 - Funds shifted to MPO's with pop. > 1 million
- **Overall Funding to highways flat**
- **Ferry Program undefined at this time**
- **No Denali Commission funding**

American Clean Energy Security Act 2009

Waxman Markey

**Shifts federal policy towards
reductions in green house gas
(GHG) emissions**

ACES – Waxman Markey (cont.)

- **Absolute GHG reduction at odds with natural gas line construction**
- **EPA would certify emissions plans and thus transportation plans**
- **Alaska's ability to build transportation infrastructure will be severely limited**

ACES – Waxman Markey (cont.)

Transportation GHG emissions plans for large metropolitan areas (ANC) reductions could include:

- **User fees**
- **Carbon based fuels**
- **Driving, parking, entering urban areas**
- **Encourage transit, walking, car pooling**
- **Federally mandated land use and zoning**
- **Reduce funds for roads to increase funds for sidewalks and trails**
- **Employer required incentives to not drive personal vehicles**

ARRA (Stimulus) Status

- **\$175.5 M to highways and bridges**
 - June 29 deadline (50%) met and exceeded
 - \$103 M (16 projects moving to award)
 - Per FHWA, 83% in distressed areas (5th best in US)
 - \$15 M more to go in August
 - Remaining 33% to go in next 6 months
- **\$9.4 M to transit**
 - All funds put under agreement with FTA
 - Individual grants to communities in progress
- **\$75.8 M to aviation**
 - 5 of 6 projects under contract

ARRA Oversight

- **Most audited federal program in memory**
 - Two national audit teams in Alaska this month
 - High level scrutiny over AK aviation projects
 - OIG says some Alaska airports, selected by FAA, did not qualify
 - Level of reporting, number of reports, duplication of reports is daunting
 - Staff workload will continue at high level for 2+ years
 - Rules seem to be changing, based on political feedback Administration is hearing
 - Then: design work OK. Now, design work not OK
 - Then: distress areas a soft goal. Now: distress areas a hard goal.

The background of the slide features a series of misty, blue-toned mountain ranges. The mountains in the foreground are more defined, while those in the distance fade into a soft, hazy blue, creating a sense of depth and tranquility.

Thank You