

2-26-91

Federal

Hwy.

Admin.

February 1991

Future Federal-Aid Program Proposals

Following the release of the Administration's Budget Proposal, Congress has begun hearings on a new Highway Act. Since the Interstate System is essentially complete, the new Act is expected to be substantially different from previous editions.

At this early stage of the process there are as many revisions being proposed as there are interest groups. However, there are some major changes common to most of the revisions that will effect Alaska if they are enacted. The estimated funding levels described below are based on the Administration's bill, are ballpark figures and are certain to be modified before enactment.

1. A National Highway System

- a. Includes the interstate and major arterial portions of the primary and urban systems (1400 miles in Alaska).
- b. Maintains Federal match rates of 75% to 90% (88% to 93% in Alaska).
- c. Allows participation in toll road construction up to 35% Federal match.
- d. The distribution formula is changed as land area is added as a factor. This change increases Alaska's funding from \$141 to \$216 million even though 900 miles of Alaska's highways are transferred to the local roads program.
- e. If the distribution formula is not changed, Alaska would receive a $\frac{1}{2}\%$ guaranteed minimum apportionment which would amount to only \$35 million.

2. A Flexible Local Roads Program

- a. This is a grant program with minimum Federal requirements. It includes the minor arterial portion of the primary system, the secondary system, and urban streets (2700 miles in Alaska).
- b. Proposes Federal match rates of 75% (currently 88% in Alaska).
- c. Each State would receive the same percentage that they contribute to the Trust Fund (Alaska = .173%), but not less than $\frac{1}{2}\%$ of available amount. This $\frac{1}{2}\%$ provision would provide \$19 million to Alaska.

3. Other Major Categories Funding Levels

- a. Bridge replacement increase from \$3 million to \$5 million.
- b. Planning and Research remains at \$3 million with funds obtained from overall apportionment.
- c. At least 10% of apportionment must be spent for safety projects.

4. Funding Provisions

- a. No changes in Federal taxes.
- b. The national authorization limit would be gradually raised from the current \$13 billion to \$20 billion to spend down the Trust Fund balance.
- c. Under the Administration's proposal, the increased spending level and change in apportionment formula would result in an increase in Alaska's total Federal-Aid Program from \$174 million to \$240 million with a State match of about \$26 million rather than the existing \$15 million.

All of this information is very preliminary and will not become much more than speculation until specific bills wind their way through the Congressional system this spring and summer.

	FFY89	FFY90	
Interstate 4R (#044)	21.2	20.4	
Interstate Construction (#042)	13.9	13.7	
Primary (#010)	74.9	73.8	
Urban (#W32)	3.7	3.6	
Secondary (#075)	32.3	31.8	
Bridge (#114)	.7	.7*	} Bridge
Bridge (#117)	.5	.5*	
Bridge (#118)	2.2	2.2*	
Rail-Highway Crossings (#138)	1.2	1.2*	} Safety
Rail-Highway Crossings (#139)	1.2	1.2*	
Hazard Elimination (#141)	.8	.8*	
Demonstration (#308)	.8	.8*	} Demonstration
Demonstration (#309)	.5	.5*	
TOTAL	153.9	151.2	
Amount Sequestered (FFY90 only)	N/A	2.1	

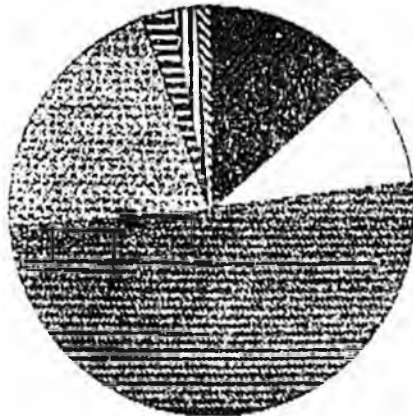
*Due to the small size of these apportionments, sequestration did not noticeably reduce the total amount (after rounding takes place). A portion of each of these amounts was sequestered, however.

Alaska Federal-Aid Primer

Actual Amounts Apportioned Federal Fiscal Years 1989 and 1990

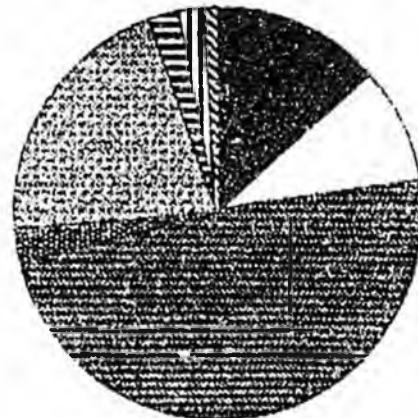
The following information, in millions of dollars, reflect the approximate amounts received as apportionments for each category in the most recent federal fiscal years (FFY 1989 and 1990). The amounts for the FFY90 reflect sequestrations in budget authority due to Gramm-Rudman-Hollings legislation. No amounts were sequestered for FFY89, but for FFY90 Alaska lost \$2.1 million in apportionments due to sequestration. At the national level, almost \$194 million in budget authority was removed from the federal-aid highway program.

FFY89



TOTAL \$153.9

FFY90



TOTAL \$151.2

■ Interstate 4R	□ Inters Constr	■ Primary	■ Urban
■ Secondary	■ Bridge	■ Safety	■ Demonstration

Existing Federal-Aid Program

February 1991

1. Authorities and Regulations

- A. Highway Acts usually cover two to four year periods.
 - 1. The Acts contain both program requirements and funding amounts.
 - 2. The 1987 Act expires this year on October 1.
- B. Highway Acts are organized by subject in the U.S. Codes (USC).
 - 1. Highways is under title 23 USC.
- C. Implementing regulations of the USC are in the Code of Federal Regulations (CFR).
 - 1. Highways is under 23 CFR and includes the policies and procedures for administering the Federal-Aid Program nationwide.
- D. The FHWA Division Office in each state applies the policies and procedures to individual situations as they occur.
 - 1. For Alaska, the Division Office is located in Juneau, the Region Office in Portland, and the Headquarters Office in Washington, D.C.
 - 2. The 15 person Division Office includes 11 professionals, primarily engineers, who are responsible for all Federal-aid actions including planning, design, right-of-way, construction and maintenance.
 - 3. Three major roles of FHWA.
 - a. Approve funding.
 - b. Provide technical assistance.
 - c. Assure a uniform nationwide highway system.

2. Funding Process

- A. The Highway Trust Fund is the source of funds and obtains income from user fees.

1. It was established in 1956 to fund the Interstate Program.
2. Funds are collected by IRS from producers who collect from retailers, who collect from consumers.

B. Apportionments/Obligations

1. Based on the Highway Act, the funding amounts are distributed to States by established formulas. (Attachment #1)
 - a. FY 91 = \$154.7 million for Alaska.
 - b. The 5 year average in Alaska is \$158 million.
2. The total amount is adjusted by an obligation limit set by congress based on national budget concerns.
 - a. FY 91 = \$174.4 million for Alaska.
 - b. The 5 year average in Alaska is \$151 million.
 - c. The accumulated excess apportionments is \$40.2 million.
3. Non-interstate funds area available for four years (Attachment #2), i.e. unused amount must be less than four year total. Interstate is available for two years.
 - a. Alaska has never lapsed any funds.
4. Actual money is not reimbursed to the State until costs have been incurred and a bill is submitted. (Attachment #3)
 - a. Most other Federal programs are grant programs. We are a reimbursement program.

C. Alaska is Unique

1. In all States, limited transfers can be made between funding categories.
 - a. In Alaska, system funds are interchangeable after the appropriate category is completely obligated.
 - b. Category fund switches are limited. (Attachment #4)
2. Interstate category is for funding purposes only. for design/operations, primary system rules apply.

3. Matching ratios are increased because of large Federal Land ownership.
 - a. Interstate= 93.23% Federal.
 - b. Other systems = 88.71% Federal.
4. Federal-Aid Program includes the State Ferry System as part of the highway network.
 - a. No additional funds are provided.

3. Programming Procedures

- A. State develops Capital Improvement Program and determines Federal-aid projects.
- B. Legislature approves the Capital Improvement Program.
- C. In October each year Headquarters submits the list of Federal-aid projects (105 Program) for which Federal funds will be requested.
 1. FHWA reviews 105 submittal for the following items:
 - a. Total project funding does not substantially exceed available funds.
 - b. All funding categories are represented to prevent lapsing.
 - c. Projects are eligible for a Federal-aid system.
 - d. Identified statewide needs are addressed.
 2. During the year, changes in the list may be requested.
- D. Regions submit Project Development Authorizations (PDA's) to Headquarters for approval of funds to begin work on individual projects.
 1. Headquarters Programming prepares request for Authorization To Proceed (ATP's) and transmits to FHWA.
 2. FHWA reviews for eligibility, approves and returns to Headquarters Programming.
 3. Any work done before approval date of ATP is not eligible for reimbursement with no exceptions.

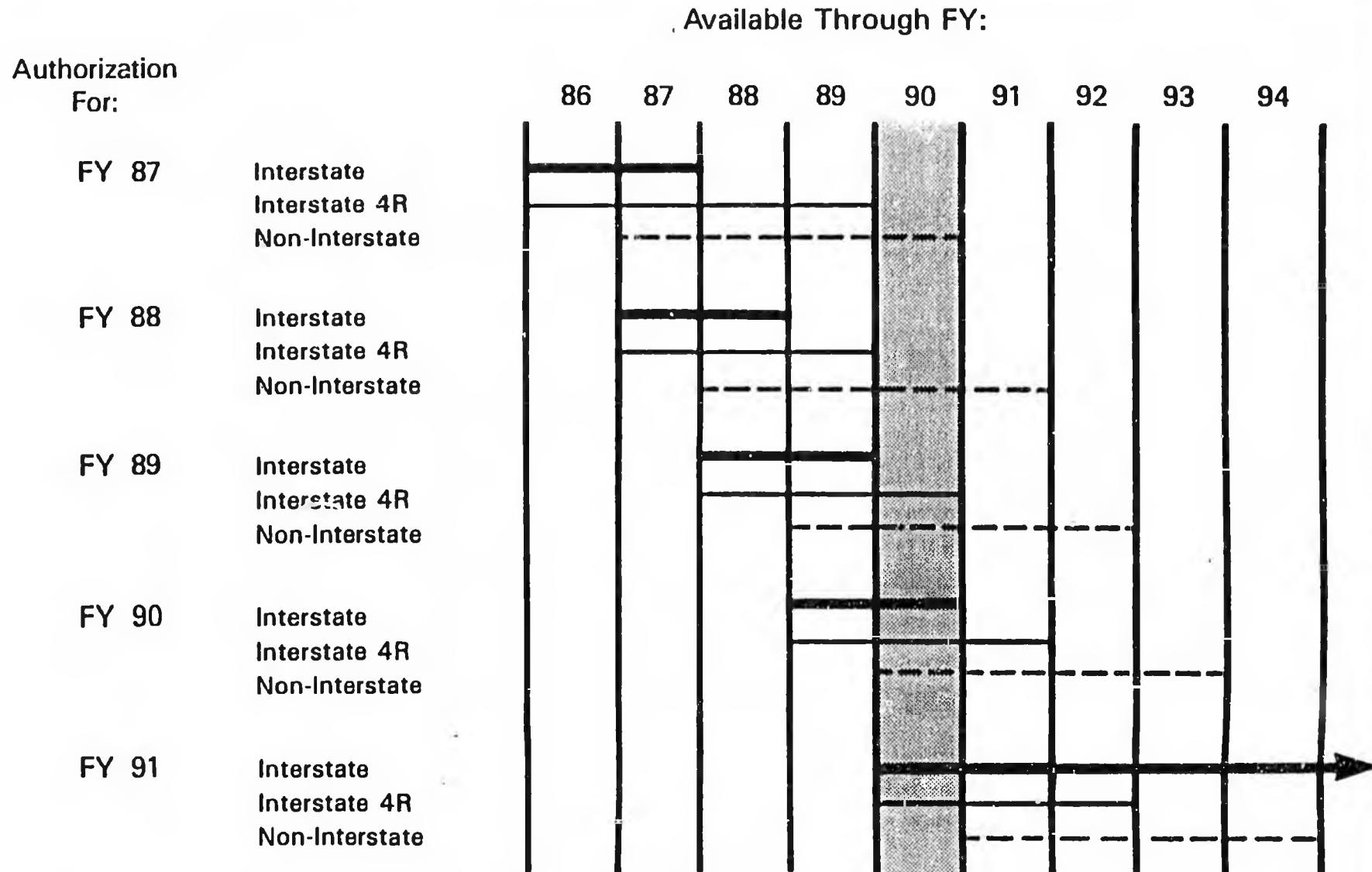
Apportionment Formulas

Formulas for apportioning authorized sums for certain classes of Federal-aid highways are specified by statute. These are shown below.

<u>Program</u>	<u>Factors</u>	<u>Weight</u>	<u>Statute*</u>	<u>Minimum Apportionment</u>
Interstate System (for completion only)	Relative Federal Share of Cost to Complete the System**	1	104(b)(5)(A)	1/2 percent (including Alaska)
Interstate Resurfacing, Restoration, Rehabilitation, and Reconstruction	Interstate System Lane Miles	55%	104(b)(5)(B)	1/2 percent
	Vehicle Miles Traveled on Interstate System	45%		
Interstate Highway Substitution (3/4 apportioned, 1/4 discretionary allocation)	Relative Federal Share of Cost to Complete Substitute Projects	1	103(e)(4)	-----
Primary System	<u>Formula A</u>		104(b)(1)	
	Area	2/9		
	Rural Population	2/9		
	Rural Delivery Route Mileage and Intercity Mail Route Mileage	2/9		
	Urban Population***	1/3		
	(1/2 percent minimum (except D.C.))			

<u>Program</u>	<u>Factors</u>	<u>Weight</u>	<u>Statute*</u>	<u>Minimum Apportionment</u>
	<u>Formula B</u>		Sec. 108, P.L. 97-424, Extended by P.L. 100-17	
	Rural Population	1/2		
	Urban Population***	1/2		
	For each State, determine greater of A or B, then: Each State's apportionment equals: $A \text{ or } B \times \frac{\text{Total Primary Authorization}}{\text{Sum of all States' A or B}}$ Except that: the apportionment is not less than smaller of A or B			1/2 percent (including territories as a whole)
Secondary System	Area	1/3	104(b)(2)	1/2 percent (except for D.C.)
	Rural Population	1/3		
	Rural Delivery Route Mileage and Intercity Mail Route Mileage	1/3		
Urban System	Urban Area*** Population	1	104(b)(6)	1/2 percent
Urban Transportation Planning	Urbanized Area**** Population	1	104(f)(2)	1/2 percent
Bridge Replacement & Rehabilitation	Relative share of total cost of deficient bridges	1	144(e)	1/4 percent (10 percent maximum)
Hazard Elimination	Total Population	3/4	152(e)	1/2 percent
	Public Road Mileage	1/4		
Highway Safety Programs	Total Population	3/4	402(c)	
	Public Road Mileage	1/4	1/2 percent	
Rail-Highway Crossing	Area	1/12	130(f)	
	Rural Population	1/12		
	Rural Delivery Route Mileage and Intercity Mail Route Mileage	1/12		1/2 percent
	Urban Population	1/4		1/2 percent
	Number of Rail- Highway Crossings	1/2		none

Availability and Limitation on Obligations



During a limitation on obligations for FY 1990 (October 1, 1989-September 30, 1990), States could be obligating funds from five different fiscal years.

Figure 7

Reimbursement

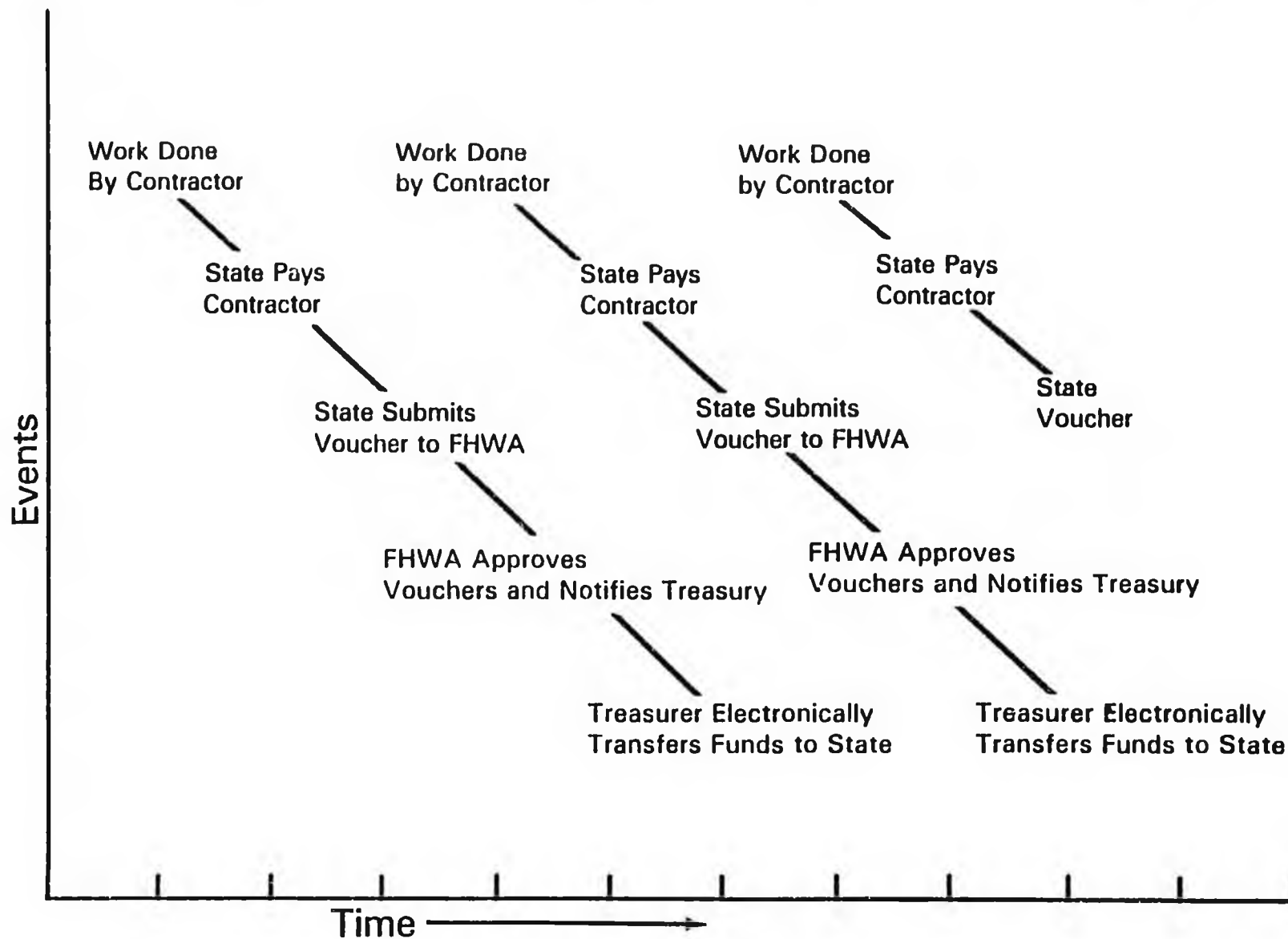
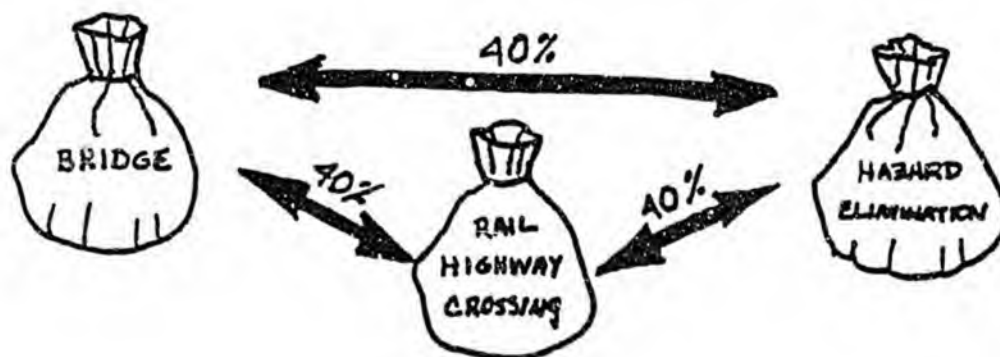
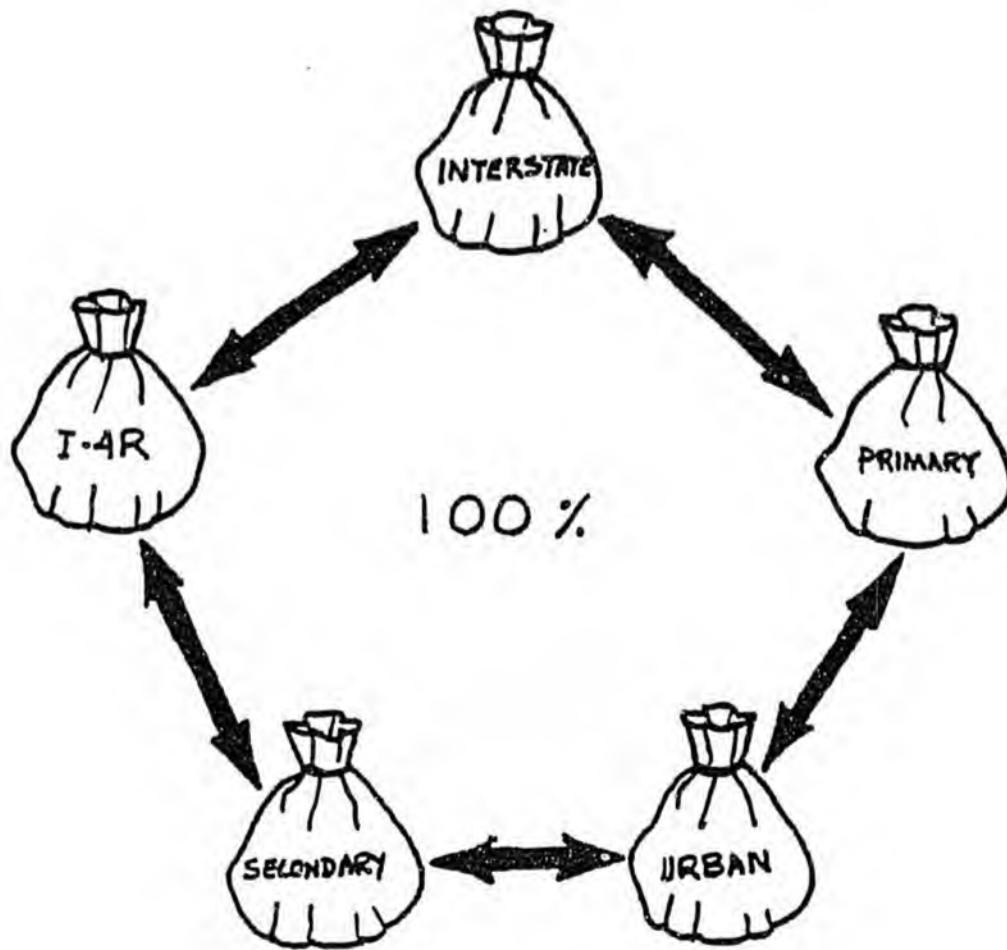


Figure 6

Transferability



**ALASKA ROUTES INCLUDED IN THE
FEDERAL HIGHWAY ADMINISTRATION'S (FHWA) PRELIMINARY
HIGHWAYS OF NATIONAL SIGNIFICANCE (HNS)**

February 26, 1991

INTERSTATE ROUTES

Alaska Highway	Alaska Border to Richardson Hwy. at Delta Junction
Tok Cutoff	Alaska Hwy. at Tok to Richardson Hwy. at Glenallen
Glenn Highway	Richardson Hwy. at Glennallen to Seward Hwy. at Anchorage
Richardson Highway	Alaska Hwy. at Delta Junction to Parks Hwy. at Fairbanks
Parks Highway	Richardson Hwy. at Fairbanks to Glenn Hwy. at Palmer
Seward Highway	Glenn Hwy. at Anchorage to junction with Sterling Hwy.
Sterling Highway	Seward Highway junction to Kenai Spur Rd.

PRIMARY ROUTES

Seward Highway	Sterling Hwy. junction to Seward
Richardson Highway	Alaska Hwy. at Delta Junction to Valdez

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

OFFICE OF THE COMMISSIONER

WALTER J. HICKEL, GOVERNOR

P.O. BOX Z
JUNEAU, ALASKA 99811-2500
PHONE: (907) 465-3900

January 2, 1991

Mr. Robert E. Ruby
Division Administrator
Federal Highway Administration
P.O. Box 21648
Juneau, AK 99802-1648

Dear Mr. Ruby:

We have been asked to provide comments on the "Illustrative" Highways of National Significance (HNS) by January 9, 1991. In general, we would refer to the earlier comments we provided to you and Administrator Larson on September 13 and September 14, respectively. In particular, we remain concerned that goals, objectives and corresponding criteria for this exercise remain nebulous and ill-defined. The themes of Access America and connectivity are helpful, but do not answer these concerns. Fundamentally, we seek a broader commitment from the federal government to highways in rural America.

Access America (Juneau, Ketchikan, Kodiak and Kenai)

The population of Alaska's state capital, Juneau, exceeds 10,000, but we do not see where its rural access needs are addressed by the Illustrative HNS. In addition to Juneau, three other major communities in Alaska should also be linked to the Illustrative HNS. We make this argument because of community size, economic importance, intermodal links, rural access needs and other factors. For three of these communities overall population clearly exceeds 10,000, but the nominal population within the narrowly-drawn boundaries of the city itself is less than 10,000. Only one of these four communities can be reached by automobile or truck without the use of the State of Alaska's Marine Highway System. Rugged coastal topography has prevented the construction of through highways to each of these three communities. For surface access, each community relies on state-operated ferry vessels that provide a substitute for a direct highway link.

Access America (Kenai/Nikiski)

Kenai is the only one of these four communities that can be reached by highway without the use of a state ferry. An arterial highway extends over twenty miles

We also believe a fourth major community, Kodiak, must be served by the proposed system. Kodiak is home of a large U.S. Coast Guard base and is one of the three largest seafood ports in the nation. Over two hundred thousand tons are handled by the port annually, including over 60,000 tons of seafood products. We propose to link Kodiak to the Illustrative HNS from the southwest terminus of the Interstate System at Soldotna on the Kenai Peninsula. This routing would follow the Sterling Highway to the community of Homer, and past Homer to the marine highway terminal on the Homer Spit (84 miles of highway). (Homer is also a significant seafood port, shipping over 10,000 tons in 1987.) The distance our marine highway vessels travel from Homer to Kodiak is 161 miles, followed by three miles of highway linking the marine highway terminal in Kodiak with the community center.

Summary

The above proposals would increase rural land miles in Alaska by less than twelve percent. At the same time it would dramatically increase the reach of the Illustrative HNS, both in terms of major communities and geographic expanse. It would provide connectivity between Alaska and other states through the port of Bellingham in Washington state. Four major ports are provided with highway access from the Illustrative HNS. Finally, it would provide the State of Alaska with a system that fully meets, as we understand them, the criteria being used by FHWA for system designation. Attached are two maps which illustrate this proposal. We have used broad bands to delineate between routes already on the map you provided to us and those additional routes that we believe must be part of the Illustrative HNS. The first map depicts no more than one-third of Alaska's land mass and the second provides detail for the Kenai Peninsula, where two of these routes are located. We have also highlighted the road to Seward since this route was not included on your map. It appeared to be included in your mileage total, and is one of two STRAHNET routes serving a major port in Alaska.

General Concerns

While advocating the above proposals, we do not agree that they provide the best configuration for the Illustrative HNS in Alaska. As outlined in the Rural Western State Reaction (copy attached), we believe that a more comprehensive system of nationally-significant highways is needed to adequately provide for transportation needs in Western states such as Alaska. We think the AASHTO criteria "provides service to all parts of the nation" should be met in each and every state, despite the challenges posed by the vast geographic expanse of states such as Alaska. In September we provided your office with a proposal that we believe met the AASHTO criteria.

There are two types of highway access needs in Alaska that fall outside the scope of the Illustrative HNS as proposed by FHWA. The first is highway access to communities with a population that exceeds 1,500. Of eleven such communities unserved by the Illustrative HNS, five can be reached through a combination of marine highway service and land routes. The remaining six can be reached year-



NOTE: Refer to attached blue pages for a detailed description of the Nine Point Program Elements...

9-Point Future Highway Program

PROTECT THE INTERSTATE SYSTEM

Taxpaying citizens and businesses have spent over 35 years and more than \$133 billion to create this 42,800-mile highway backbone of America. Because it serves 22 percent of all travel (and an even higher percentage of truck travel), the Interstate's physical condition must be kept serviceable through a continuous program of restoration, rehabilitation, resurfacing, and reconstruction. Federal and state authorities would also agree on gradual additions to the Interstate Highway System where appropriate. Recommended federal-aid budget: \$4 billion annually.

CREATE A NATIONAL ARTERIAL SYSTEM

In addition to the interstates, another three to four percent of the nation's highways serve 30 percent of travel. The nation needs a program to upgrade these priority routes within and between economic development areas with safer designs, controlled access, added lanes where needed, and new, high quality bypasses and arterials in growth areas. Maximum use of new engineering techniques will make high speed travel on this National Arterial System safer and more energy efficient, reduce congestion, and will help clean urban air. Recommended federal-aid budget: \$6 billion annually.

RESTORE METROPOLITAN MOBILITY

Throughout the United States, there are rapid growth areas where billions of dollars have been invested in homes, offices, stores, and factories, but not enough in needed transportation infrastructure, which includes roads, bridges, parking facilities, traffic control systems, and public transit. A new Metropolitan Mobility Program for areas of 50,000 and more population, and under control of local decision makers based on strictly-followed 10-year plans, would reverse the investment shortfalls of the past and would improve mobility and livability in our urban areas. Recommended federal-aid budget: \$4 billion annually. (In addition, the plan proposes \$3 billion annually for high-cost transit investments like new subways for our largest cities to be financed through federal general funds.)

CONNECT RURAL AMERICA

Access to major highways is critical to millions of Americans living on farms and in small cities and towns. Although annual traffic volumes are small, total miles of rural roads are large. These roads are critical to maintaining the flow of products from farms and ranches to consumers everywhere. Local governments cannot handle the rural mobility job alone. They deserve help to keep rural routes and bridges in good and safe condition. Proposed is a Rural/Small City Program to support road or public transportation improvements as selected by local officials following a long-range improvement plan approved by the state. Recommended federal-aid budget: \$2 billion annually.

KEEP ALL BRIDGES SAFE

Bridges are vital to all road systems. A bridge out of service, or unsafe for normal traffic, creates a major disruption. And every bridge that collapses is life-threatening. Proposed is a state-managed bridge program utilizing federal-aid funds that would assure the proper inspection, maintenance and repair of all highway bridges, regardless of governmental responsibility. Recommended federal-aid budget: \$2.5 billion annually.

IMPROVE TRAFFIC SAFETY

America's highways are the world's safest, but accidents are still too frequent and human and property losses are too high. While every element of the Federation's future highway program will bring safety benefits, added federal funds are justified to improve safety at high-accident locations, eliminate roadside hazards, improve signs, signals, and markings, and to support non-engineering safety initiatives, including driver education, selective police enforcement, commercial vehicle registration, and other high pay-off areas. Recommended federal budget: \$945 million annually.

(continued)

DEVELOP SCENIC/RECREATIONAL ROADS

Millions of acres of lands in the public domain should be treated with environmentally-sensitive road development to open their scenic beauty to all Americans and foreign visitors. An important part of a new national highway program would provide federal funds to support park, parkway, public land, and scenic/recreational route development. Part of this program would include developing ecologically-good roads to remote areas to contribute increased mineral, livestock and timber production to our national well-being. Recommended federal budget: \$300 million annually.

ASSURE BETTER PLANNING

The \$21.8 billion total annual federal expenditure recommended under the National Highway Users Federation's program demands more and better planning to tie together transportation and private development decisions, and assure that both support community goals. This process has failed too often in the past. It must be improved without eroding the right of local citizens to decide their development futures. State and local planning should be supported and strengthened by this proposal, and federally-aided transportation projects would have to conform to an established long-range plan meeting specific, locally-set development goals and priorities.

FOCUS ON RESEARCH

Dollars spent on research can return big dividends in better highway operations. As a chief example, a new federal program would concentrate on electronic-based technology to make highways safer and more efficient. Specifically, a 10-year public/private developmental program would be dedicated to "smart cars on smart roads" which would provide drivers with electronic aids to warn of hazards, give locations, and provide destination headings despite weather and traffic conditions. Recommended federal budget: \$100 million annually (to be matched by private industry, plus up to four percent of all highway program funds for federal-state cooperative research and planning.)

The Highway Users Federation for Safety and Mobility is a national organization of highway using and business groups working for safe, efficient and economical highway use in the public interest.

The Automotive Safety Foundation is affiliated with the Highway Users Federation. It encourages the safe use of streets and highways, and stimulates programs and research to reduce traffic accident losses.

Both organizations are headquartered at 1776 Massachusetts Ave., N.W., Washington, D.C. 20036. Phone 202/857-1200.

**Automotive Safety
Foundation**
1776 Massachusetts Avenue, N.W.
Washington, D.C. 20036

**Highway
Users Federation**
FOR SAFETY AND MOBILITY
1776 Massachusetts Avenue, N.W.
Washington, D.C. 20036



HIGHWAY USERS FEDERATION

DETAILED DESCRIPTION OF
ELEMENTS OF PROPOSED
FUTURE FEDERAL-AID
HIGHWAY PROGRAM

NOTE: Adopted and approved by the
Highway Users Federation of Alaska 12/90..

March 13, 1990

INTERSTATE SYSTEM

OBJECTIVE:

To assure that the economic, national defense, and productivity benefits of the Interstate System will be maintained and that the system will be preserved and upgraded as necessary to continue a high level of service to users.

PROPOSED PROGRAM FEATURES:

Complete currently authorized Interstate System segments and approved highway and transit Interstate substitution projects. Appropriate further funds as required.

Maintain federal performance standards and inspections for physical and operational maintenance of Interstate sections.

Provide \$4 billion/year from the Highway Trust Fund for Interstate 4R projects selected by states and approved by the Secretary. State eligibility based on meeting Interstate maintenance standards. State matching 15/85.

Projects approved by the Federal Highway Administration to assure high quality design standards and federal requirements, as in present program.

If all feasible physical and operational improvements have been made to deficient Interstate segments within a state, the state may, with the Secretary's approval, use Interstate funds for National Arterial System projects selected to best augment Interstate segments.

A state may petition the Secretary to add highway segments to the Interstate System, providing that each segment forms an appropriate addition to the system and meets Interstate design standards. After such addition, the route would be eligible for Interstate funds and would be included in apportionment calculations.

NATIONAL ARTERIAL SYSTEM

OBJECTIVE:

To create a high quality system of routes of national significance to augment the Interstate System in meeting interstate and inter-regional person and freight movement needs and to stimulate and support sound economic development.

PROPOSED PROGRAM FEATURES:

Provide \$6 billion/year from the Highway Trust Fund for capital projects on a system selected by each state and approved by the Secretary, based on a national functional classification study and not exceeding 4% of each state's rural and urban road mileage.

Projects on existing or new rights-of-way selected by the state based on a comprehensive 10-year plan to achieve specific objectives developed by the state, coordinated by the state with metropolitan area, rural and small city plans within the state, and approved by the Secretary as supporting interstate and national objectives.

Projects reviewed and approved by the Federal Highway Administration to assure high quality design standards and federal requirements, as in present program.

State (or local) matching would be 25/75 except for limited access projects (15/85).

METROPOLITAN PROGRAM

I

OBJECTIVE:

To assist states in assuring high quality and environmentally sound transportation service and improve the productivity and livability of their metropolitan areas.

PROPOSED PROGRAM FEATURES:

Provide \$4 billion/year from the Highway Trust Fund for highway construction, transportation system management and transit capital projects within metropolitan areas of over 50,000 population. Transit capital projects would be limited to 25% of each state's annual apportionment.

Provide \$3 billion/year from general funds for discretionary transit capital projects on new or greatly expanded transit systems approved by the Secretary.

Projects selected by the metropolitan area and approved by the state must conform to a 10-year plan with specific objectives developed by the metropolitan area and approved by the state. Plan must include system management, transit and operational components. Plans for areas of over 500,000 population must also include congestion relief and pedestrian safety components.

State (or local) matching would be 25/75 except for limited access projects and discretionary General Fund projects (15/85). Funds would be apportioned among the metropolitan areas of the state on a mutually agreed basis.

State must certify that projects meet safety, environmental, labor and structural standards approved by the Secretary.

Annual post-expenditure report and audits would be performed by the Federal Highway Administration to assure proper business practices.

RURAL AND SMALL CITY PROGRAM

OBJECTIVE:

To assist states in assuring a minimum acceptable level of transportation service to residents of small cities and rural areas to enhance their safety and living quality, and to improve economic development and scenic and recreational driving opportunities.

PROPOSED PROGRAM FEATURES:

Provide \$2 billion/year from the Highway Trust Fund for highway and bridge construction and upgrading projects and transit capital projects outside metropolitan areas of 50,000 or more population, other than projects on designated Interstate or National Arterial Systems. Transit capital projects would be limited to 25% of each state's annual apportionment.

Projects to be selected by joint action of state and local governments, must conform to a mutually adopted 10-year plan with specific objectives. Plan must include public transportation and scenic/recreational driving components.

State (or local) matching would be 25/75 except for limited access projects (15/85). Funds would be apportioned among areas of the state on a mutually agreed basis.

States must certify that projects meet safety, environmental, labor and structural standards approved by the Secretary.

Annual post-expenditure reports and audits would be performed by the Federal Highway Administration to assure proper business practices.

HIGHWAY AND TRAFFIC SAFETY

OBJECTIVE:

To assure an emphasis on safety in highway development and operations, assist states in improving traffic safety performance through education, enforcement and system improvements, and assure that essential safety requirements for driver, vehicle and commercial fleet operations conform to high and nationally uniform standards.

PROPOSED PROGRAM FEATURES:

Develop national performance goals and safety standards governing drivers and vehicles and the safe movement of traffic. Develop uniform standards for commercial motor vehicles, carriers and operators.

Provide \$250 million/year from the Highway Trust Fund to assist states in implementing improved traffic safety programs. \$125 million/year of the total would be available to assist states in safety research and studies, vehicle and driver licensing, traffic records and training, and education and enforcement projects which conform to a 5-year plan prepared by the Governor and approved by the Secretary. The second \$125 million/year would be available to the states as an incentive to assist in achieving nationally uniform performance goals or standards in priority areas developed by the Secretary and the states, such as 70/80 percent safety belt usage or administrative license revocation. Incentive funds would be available in conformance with a 5-year plan prepared by the Governor and approved by the Secretary.

Provide \$100 million/year from the Highway Trust Fund for motor carrier safety assistance programs.

Provide \$500 million/year from the Highway Trust Fund to correct identified safety hazards and improve uniform traffic control, guidance and protection devices on any public road based on a state developed 5-year plan to achieve specific objectives approved by the Secretary.

State (or local) matching would be 10/90 on safety construction projects and 0/100 on other activities.

Provide \$70 million/year for federal traffic and highway safety research.

Provide \$25 million/year to establish and operate a national highway safety data center.

FEDERAL LANDS AND SCENIC ROAD PROGRAMS

OBJECTIVE:

To provide access to federal lands, enhance use of natural resources, provide recreational driving opportunities and carry out federal management responsibilities.

PROPOSED PROGRAM FEATURES:

Continue Forest Highway, Public Lands Highway, Parkway and Indian Reservation Roads Programs from the Highway Trust Fund at \$300 million/year.

Require that each state, in conjunction with local jurisdictions and federal land management agencies identify those routes of significant scenic and recreational value within the state and develop plans for their designation and improvement as parts of appropriate federal-aid programs. (Further recommendations may stem from the Congressionally mandated National Scenic Byways Study now being conducted by Federal Highway Administration.)

BRIDGE PROGRAM

II

OBJECTIVE:

To assist states in carrying out a program of bridge inspection, maintenance, and orderly rehabilitation and replacement which assures that essential highway bridges are safe and adequate.

PROPOSED PROGRAM FEATURES:

Provide \$2.5 billion/year from the Highway Trust Fund for a state bridge management program covering all highway bridges within the state. Funds would be available for planning, inspection, reconstruction, rehabilitation or replacement of existing highway bridges, but not new bridge construction.

\$300 million dollars/year of the above would be distributed at the discretion of the Secretary for unusually large project.

Projects selected by the state must be based on a 10-year bridge management plan with specific objectives prepared by the state and approved by the Secretary.

Projects exceeding \$5 million in total cost would require Federal Highway Administration design approval. On other projects, the state would certify compliance with safety, environmental, labor and structural standards approved by the Secretary.

State (or local) matching would be 25/75.

Annual post-expenditure reports and audits would be performed by the Federal Highway Administration to assure proper business practices.

RESEARCH

OBJECTIVE:

To provide a strong federal presence in national and international research, to fund continuing research programs in highway materials and methods and accelerate research in areas of known deficiency.

PROPOSED PROGRAM FEATURES:

Provide international leadership in a public/private program to use electronics to improve highway safety, driver information systems and vehicle controls (\$1 billion over 10 years).

Expand other Federal Highway Administration research, development and technology transfer programs to up to 1% of total program (\$200 million/year).

Permit states to use up to 3% of federal funds for research and planning activities (\$600 million/year).

Require a study and demonstration of improved methods of collecting user fees, feasibility and equity of peak-period pricing, and means to assure minimum evasion of highway user fees.

Require an update of the 1982 Cost Allocation Study by 1994.

Require a special study of transportation needs of an aging population.

Require a study and demonstration of effective methods to preserve rights-of-way for future transportation needs.

Continue and fund the Long Term Pavement Performance Study.

EMERGENCY RELIEF PROGRAM

OBJECTIVE:

To provide a source of funding to decrease local transportation impact of natural disasters.

PROPOSED PROGRAM FEATURES:

Continue Emergency Relief Program from the Highway Trust Fund at \$100 million/year.

PLANNING

OBJECTIVE:

To stimulate and insure proper planning of transportation facilities and coordination with local land use planning and development.

PROPOSED PROGRAM FEATURES:

Continue planning requirements of section 134.

Permit states to use up to 3% of federal funds for research and planning activities (\$500 million/year).

Require more extensive transportation planning efforts and the cooperative creation of 10-year development plans as a condition of federal-aid under the National Arterial System, Metropolitan and Rural/Small City programs.

Continue biennial reports to Congress on highway system condition and performance, and bridge conditions.

Require a full policy-oriented review of surface transportation conditions and program effectiveness in 1994 and every five years thereafter.

PROGRAM MANAGEMENT

III

OBJECTIVE:

To provide the most cost-effective program administration which will achieve national objectives while permitting maximum state/local flexibility in program management.

PROPOSED PROGRAM FEATURES:

Continue a funding system which relies on highway user fees for most costs of high level systems but permits a blending of support from other beneficiaries by all levels of government.

Continue current federal oversight and project approval process for Interstate, National Arterial and major bridge projects. Permit other programs to be supervised by state or local governments and certified by them as meeting applicable federal requirements.

Provide that each state establish systems of bridge, pavement and maintenance management covering all publicly owned roads and bridges that will assure the proper inspection, maintenance, repair and, as appropriate, replacement of road surfaces, traffic control and safety appurtenances, bridges and drainage structures.

Continue cost reimbursement relationship with states.

Retain traditional (sections 301 and 129 (a) through (i)) conditions controlling use of Federal funds in conjunction with toll roads, bridges, tunnels and ferries.

Eliminate specific "demonstration" projects.

Reduce use of federal sanctions and penalties.

Reduce the number of federal program categories, permit funds in all categories to remain available for two fiscal years and allow up to 50% of funds in any category to be transferred to another category. Transfers out of the Interstate category would require Secretarial approval and transfers out of the Metropolitan and Rural/Small City programs would require concurrence of affected local governments.

Continue the international leadership of the United States in highway matters and technical assistance to other nations.

FEDERAL FUNDING

OBJECTIVE:

To continue an equitable method of funding federal transportation objectives with dedicated highway user funds for activities benefiting highway users, augmented by general funds to achieve broad social objectives.

PROPOSED PROGRAM FEATURES:

Increase federal highway-safety-transit aid to \$22.945 billion/year, with \$19.945 billion from the Highway Trust Fund for fiscal years 1992 through 1995. Appropriate \$4.7 billion necessary to fund authorized Interstate completion and substitution projects.

Extend the federal Highway Trust Fund indefinitely.

Consolidate the highway and transit accounts into one account in the Highway Trust Fund from which all eligible programs would be funded.

Reduce balance in the Highway Trust Fund to a reasonable cash flow level (about \$2 billion) by 1995.

Continue the current federal user tax structure until the Trust Fund balance is reduced to cash-flow level - about 1995.

Shift the subsidy of gasoline and other alternative fuels from Highway Trust Fund sources to general funds.

Remove the Highway Trust Fund from the Unified Budget and from Gramm-Rudman-Hollings and other obligation controls.

Keep the internal solvency controls of the Highway Trust Fund (Byrd Amendment).

Standardize state (or local) matching requirement at 25/75 except for limited access projects (15/85), safety activities (0/100), and safety construction projects (10/90). Matching requirements would be reduced in states with large federal land holdings, following current practices.

Apportion funds among the states on the basis of simple and equitable formulae utilizing easily verified factors.

Assure each state that its annual apportionment would not be less than 90% of its actual contributions to the Highway Trust Fund and that its annual apportionments through 1995 would not be less than its 1991 apportionment, less Interstate completion funds.

SUMMARY OF PROPOSED FEDERAL FUNDING

	<u>Current</u> ¹	<u>Proposed</u> <u>1992-1995</u>
	(Millions of Dollars)	
Interstate ²	5,965	4,000
National Arterial System	2,373	6,000
Metropolitan Program	750	4,000
Trust Fund Transit Program	1,405	(3)
General Fund Transit Program	2,350	3,000
Rural Small City Program	600	2,000
Bridge Program	1,630	2,500
Safety	569	945
Research on Smart Highways ⁴	-	100
Federal Lands & Scenic Roads	235	300
Emergency Relief	100	100
Demo., Substitute, Other	1,863	0
	<u>17,860</u> ⁵	<u>22,945</u>

(1) 1991 authorizations from Surface Transportation and Uniform Relocation Assistance Act of 1987.

(2) Plus \$4.7 billion in FY 1992 for Interstate completion and substitution projects currently authorized.

(3) Up to 25% of Metropolitan & Rural/Small City Program funds available for transit capital improvements.

(4) Also up to 1% of total program funds to FHWA & UMTA for R&D & technology transfer and up to 3% of total program funds for research and transportation planning activities by state, metropolitan, and rural/small city governments.

(5) Subject to obligation ceilings. 1989 Highway, \$12.0 billion; Transit, \$1.14 billion.



RESOLUTION
on the
Future Highway Program For America

WHEREAS, the current Federal Surface Transportation Assistance Act expires Septmeber 30, 1991, and the U.S. Congress must draft a new law to continue Federal-aid highway programs and the Highway Trust Fund, now therefore

BE IT RESOLVED, that the Highway Users Federation of Alaska and its members endorses the 9-point Future Highway Program developed by the Highway Users Federation, and urges the Alaska Congressional Delegation to support inclusion on the elements of the Federation's plan in Federal highway legislation passed by the Congress, and

BE IT FURTHER RESOLVED, that Congress is urged to act without delay on the new Federal Surface Transportation Assistance Act so that it will be adopted and is in place by October 1, 1991, and

BE IT ALSO RESOLVED, that a copy of this resolution be sent to each member of the Alaska Congressional Delegation, and members of the State Legislature.



DEPARTMENT OF TRANSPORTATION

SALEM, 97310

For More Information Call: Public Affairs
378-6546

Feb. 14, 1991

91-30 S

STATE OFFICIALS COOL TO NATIONAL TRANSPORTATION PLAN

A new national transportation policy unveiled this week has Oregon transportation officials concerned.

Bob Bothman, director of the Oregon Department of Transportation, says the five-year, \$105 billion plan would give states more freedom in spending transportation funds, but put more of a burden on states to fund highway and transit projects.

The policy seeks to focus federal spending on the Interstate Highway System and other major roads, while increasing the states' responsibility for other projects. Bothman said that could hurt Oregon cities and counties by requiring a higher local share to pay for highway projects. "The new program puts higher matching ratios on local programs which is going to cause big problems because of Measure 5. In fact, local governments already need help in their funding of roads," he said.

Bothman also objected to the administration's insistence that cities and states should bear most of the cost of public transportation. President Bush's proposal contains no increases in federal funding for transit. "The proposed legislation has a very strong bias towards highways. It encourages us to spend our money on highways, not transit," Bothman said. "It's simply easier to build highways than fund transit under this proposal."

While the policy allows greater flexibility of the Highway Trust Fund in financing transit projects, it reduces federal operating assistance and increases the state and local share of federally financed public transit projects. Federal public transportation funding peaked in 1981 and has fallen steadily since.

-more-

2-2-2-2

Bothman said the plan proposes to base state funding on population and fuel use; the current system bases that funding on miles of roadway. He said that would hurt Oregon because of its hundreds of miles of rural roads.

Bothman said while the plan does promise to spend federal trust funds, Oregon continues to pay more in federal fuel taxes than the state gets back. "We're not going to see any substantial increase in federal funds because they are not utilizing all of the Highway Trust Fund money that's been collected," Bothman said. The money in the Highway Trust Fund is made up of revenue from federal taxes on gasoline and diesel fuel. The Bush proposal does not use all of the trust-fund revenues being collected from the highway users, he said. "We were asking for the revenues that have been collected, and that's simply not happening."

The fund has more than a \$10 billion surplus that should be spent on transportation, he said.

Bothman expects several transportation groups to lobby hard for changes once the bill reaches Congress. He said it would be difficult for the administration to get full agreement with the current policy.

"This proposal will be changed quite a bit before it comes out of Congress," Bothman said. "I think adjustments will be made to account for some of these problems."

#

ALERT



February 13, 1991

A COMPARISON OF 1991 SURFACE TRANSPORTATION PROGRAM PROPOSALS

Presented below is a comparison of the major elements of the Department of Transportation's highway reauthorization proposal and the Highway Users Federation's 9-point recommended highway program. The details on the DOT package are drawn from a pre-release draft document. Some final revisions may be made before the public release of the Administration's highway bill.

This summary demonstrates the significant areas of agreement between the Administration's package and the Federation regarding the priorities and needs of the post-Interstate era. Though there is much in the Administration package which complements the Federation's positions, there remain points of disagreement, mainly relating to funding levels but in program areas as well.

The Federation believes the Administration's proposal is a solid basis from which Congress can build its proposals. The task before all highway users is to be strong advocates for the passage of a sensible highway bill before September 30, 1991. Much work has already been done but there remains much to do. We are counting on your help!

SIZE OF PROGRAM

Highway Users Federation
\$22.95 billion/year through 1995.

U.S. DOT
\$19.4 billion in FY92, increasing to \$23.75 billion in FY96. (See attached table for year by year breakdown.)

USER FEES

Highway Users Federation
No increase in user fees through 1995.

U.S. DOT
Extend HTF taxes and exemptions for three years, through Sept. 30, 1998. Makes no provision to extend the recent increase in fuel taxes beyond the current expiration date of Sept. 30, 1995.

TRUST FUND

Highway Users Federation
Make trust fund permanent. Consolidate highway and transit accounts. Remove from federal budget. Reduce balance. Shift gasohol subsidy to general fund.

U.S. DOT
Extend Highway Trust Fund for three years. FY 1992 budget shows an increase in the HTF balance, growing from \$19.4 billion to \$22 billion by year end. Most growth in mass transit account. Federal proposal would allow greater flexibility in the use of Federal trust funds for highway and transit purposes.

FEDERAL SHARE

Highway Users Federation

Standardized Federal share = 75%, except for limited access projects (85%), safety activities (100%), and safety construction projects (90%).

U.S. DOT

National Highway Program projects (75%), Interstate Completion and 3R (90%), Urban and Rural Program (60%), Bridge Program (75%), Urbanized Area Planning (75%), Statewide Transportation Planning and Research (75%), Safety programs (75%, 100% in Territorial programs), Federal Land Highways (100%), Toll Facilities (35%), University Transportation Center Programs (50%), Emergency Relief (100% within 90 days of event).

MINIMUM ALLOCATION

Highway Users Federation

Minimum annual apportionment to each state would not be less than 90% of its actual contributions, and annual apportionments through 1995 would not be less than in 1991, less Interstate completion funds.

U.S. DOT

No Provision.

CATEGORICAL PROGRAMS

Highway Users Federation

Reduce number of major program categories down to 9 major emphasis areas.

U.S. DOT

Move from predominantly categorical grants to broader, more flexible Federal funding, including a National Highway System Program and a Urban/Rural Program.

INTERSTATE SYSTEM

Highway Users Federation

Complete authorized Interstate System segments and provide for 4R. Maintain federal design and performance standards and Inspections. Provide flexibility between Interstate and National Arterial System for funding and designation.

U.S. DOT

Includes the Interstates as a subsystem of National Highway System (see National Arterial System below), but is intended to retain its own identity.

INTERSTATE FUNDING

Highway Users Federation

\$4 billion/year. Federal share for Interstate Completion = 90%, 85% for Interstate 4R.

U.S. DOT

\$2.04 billion/year through FY 1995. Federal share = 90%, only for Interstate Completion/Substitution.

NATIONAL ARTERIAL SYSTEM

Highway Users Federation

Create a high quality system of routes of national significance to augment the Interstate System based on functional classification study and not exceeding 4% of state's rural and urban mileage.

U.S. DOT

Create a National Highway System to replace the Interstate and Primary programs. Interstates and other principal arterials selected by states and approved by FHWA. System to consist of 150,000 miles of highways, 165,000 miles maximum at Secretary's discretion. States required to implement management plans for pavement, bridges, safety, and congestion.

ARTERIAL SYSTEM FUNDING

Highway Users Federation

\$6 billion/year. Federal share = 75% except for limited access projects = 85%.

U.S. DOT

\$43.5 billion over five years. Federal share = 75%

Up to 15% of a state's National Highway System funding can be transferred to Urban and Rural Program.

URBAN AND RURAL PROGRAM

HUF has proposed distinct metropolitan and rural program components. The Administration package would establish a combined Urban and Rural Program.

Highway Users Federation

Metropolitan Areas: Highway construction, transportation system management, and transit capital projects within metropolitan areas of over 50,000 population.

Funding - \$4 billion/year from the Highway Trust Fund, with up to 25% of this amount available for transit capital projects, plus \$3 billion/year from general fund for discretionary transit capital projects. Federal share = 75% except for limited access projects and general fund discretionary projects (85%).

Metropolitan Planning - Projects must conform to a 10-year plan developed by metropolitan area and approved by the state. Plan must include system management, transit, and operational components. Areas over 500,000 population must include congestion relief and pedestrian safety components.

Rural and Small Cities: Highway and bridge construction and upgrading projects and transit capital projects and operations outside metropolitan areas of 50,000 or more population.

Funding - \$2 billion/year from the Highway Trust Fund, with up to 25% of this amount available for transit capital projects. Federal share = 75% except for limited access projects (85%).

Rural Planning - Projects must conform to a 10-year plan and selected by joint action of state and local governments. Plan must include public transportation and scenic/recreation driving components.

U.S. DOT

A consolidated Urban and Rural Program, replacing urban, secondary, primary, safety construction, and transit discretionary programs. All public roads are eligible except for NHS or local roads or rural minor collectors. Eliminates project approvals, agreements, inspections, standards. State must report annually on how funds were used.

Funding available for: highway construction, safety, planning, research & development, technology transfer, junkyard control, control of advertising, start-up funding for traffic management and control systems, transit capital, improvements for Intercity bus operations, bikeway and scenic highway development, projects enhancing economic development.

URBAN AND RURAL FUNDING

For the Urban and Rural Program \$22.245 billion over 5 years. (See attached table) Federal Share = 60%.

Apportionments to states based on their contribution to the Highway Account of the Highway Trust Fund. States guaranteed 1/2 of 1% minimum apportionment.

URBAN AND RURAL PLANNING

Increased emphasis on integrated transportation planning, including the coordination of land use and transportation. Includes congestion and environmental management components. Cooperative planning required between state and Metropolitan Planning Organizations (MPO's) in areas over 200,000 population.

BRIDGES

Highway Users Federation

State bridge management program covering all highway bridges within state, including planning, inspection, reconstruction, rehabilitation, or replacement of existing bridges.

U.S. DOT

Apportioned program for bridges on any public road and a Major Bridge Discretionary Program is established for projects exceeding \$10 million on the NHS, minor collectors eligible if project costs exceed \$5 million.

BRIDGE FUNDING

Highway Users Federation

\$2.5 billion/year, including \$300 million/year in discretionary funds by Secretary for unusually large projects. Federal share = 75%.

U.S. DOT

\$10.685 billion over 5 years. Federal share = 75%.

BRIDGE PLANNING

Highway Users Federation

Projects must be based on 10-year management plan prepared by state and approved by the Secretary.

U.S. DOT

Funds available for development of bridge management systems, states required to have an on-going inspection, inventory and management systems.

SAFETY

Highway Users Federation

Consolidated safety program with specific amount set aside to achieve national safety goals and for safety construction programs on any highway.

U.S. DOT

Includes safety construction as part of consolidated Urban and Rural Program - to replace urban, secondary, primary, safety construction, and transit discretionary program. Eliminates project approvals, agreements, inspections, standards.

Drops provisions of the national maximum speed limit law which requires states to report compliance on 55 mph limits, and requires the withholding of highway funds for excessive violations of 55 mph limits.

SAFETY FUNDING

Highway Users Federation

\$125 million/year for safety education, licensing, records, training and enforcement.

\$125 million/year for incentives to help achieve national uniform performance goals or standards in priority areas set by the Secretary.

\$100 million/year for motor carrier assistance programs.

\$500 million/year to correct identified safety hazards on any public road.

\$70 million/year for safety research.

\$25 million/year for national highway safety data center.

Federal share = 90% for safety construction projects and 100% for other activities.

U.S. DOT

\$35 million/year for FHWA safety programs.

\$140 million/year for NHTSA safety programs.

\$48 million/year for NHTSA safety research.

\$440 million over 5 years for motor carrier assistance programs.

A Bonus Safety Program would be created providing incentive grants for accelerating highway safety, jointly managed by FHWA and NHTSA. States apply for incentives based on their performance in meeting any of 9 safety criteria: alcohol/drunken driving, safety belt use, fatality rate reduction, pedestrian/bicycle safety, heavy truck safety, motorcycle safety, emergency medical services, public information and education, and crash data collection and analysis. States qualify for bonus grants by meeting any three criteria by 1992. Bonuses increase in further years as additional criteria are met. Federal share = 75%.

RESEARCH

Highway Users Federation

Significantly expanded research program, with specific amounts set aside for IVHS, federal and state research projects.

U.S. DOT

States required to devote 1.5% of their NHP, Urban/Rural and Bridge apportionments for conducting statewide planning and research. A specific Research and Technology Program is established to engage in R & D and technology transfer activities. The program refers specifically to working with the newly formed Intelligent Vehicle Highway Society of America (IVHS America).

TOLL HIGHWAYS/CONGESTION PRICING

Highway Users Federation

Opposes the expanded use of tolls. Where they are used, toll collections should end as soon as sufficient revenues have been collected to liquidate the cost of the facility.

U.S. DOT

Allows use of funding from NHS, Urban/Rural and Bridge programs for construction or reconstruction of toll facilities and access facilities. States may continue tolls indefinitely as long as the revenues generated, in excess of the amounts needed for facility operation and maintenance, are used for eligible highway activities. Applications for Major Bridge Discretionary Program funding must include an assessment of the feasibility of building a toll bridge.

The Secretary is to issue guidelines for evaluating congestion pricing measures proposed to address air quality problems. The guidelines will define what routes would be covered, pricing systems and fee collection technologies to be used, the potential for evasion and eligible uses of the revenues obtained. Operational tests of congestion pricing will be allowed in urban areas with populations greater than 1 million that are out of compliance with the Clean Air Act.

MISCELLANEOUS PROVISIONS

Highway Users Federation

- * Require special studies on: improved methods of collecting user fees, peak-period pricing, aging population, preservation of rights-of-way, and long term pavement performance.
- * Update 1982 cost allocation study.
- * Provide \$300 million/year for federal lands and scenic roads programs.
- * Require full policy oriented review of surface transportation conditions and program effectiveness every 5 years.

U.S. DOT

- * Identify future transportation work force needs and promote development of programs to meet those needs.
 - * Provides \$1.59 billion over 5 years for federal lands programs, funding now available for scenic outlooks and easements.
 - * Provides a \$5 million set-aside from the Urban/Rural program in FY's 1992-94 for scenic byways.
 - * Support repeal of remaining federal laws imposing economic regulation on motor carriers, and promote uniform motor carrier registrations and tax reporting requirements.
-

8.44

Mackie, Kubina, Hudson Phillips.

Bob Ruby - 8 years in Alaska
25 years with FHWA.

Existing Program

97-3 - much interstate

88-12 -

bumped up for us.

Phillips - Why do we get more than other states.

Each state this year will be able to spend more than received to try to spend out Highway Trust fund

Mackie Can we build new ferry
Yes, we can

Hudson. Would FHWA cover the ferry workers who do major maintenance

Probably not. We do heavy maintenance but not routine maintenance. They lie between routine + heavy maintenance.

Kubina Bottom line, same amount of money each year. State determines where spent.

Mackie Do priorities come from D.O.T. Do you follow the state D.O.T. recommendations
Priorities from D.O.T. FHWA follows

state recommendations

Hudson Do you see inconsistency with plan and implementation

Ruby sees consistency within 6 year plan.
Problem previous + overcome 4 years ago

Hudson Will we be able to spend additional money this year.

Ruby Will be difficult. Projects have to be ready.

Hudson What do you realistically see level of spending

Have identified about 30 million in projects for FY 92 93 that should be ready to go.

Mackie Are there alternate projects ready to go

Aerkin Yes, - 6 year plan identifies alternate projects ready to go. We also have additional projects ready to go

Phillips - Are projects on list bid ready.
Not entirely - P.O.T hope to go to Feds by end of year with a particular phase ready to go.

President's proposal -
5 year highway act - very tentative
President bill

1. Revise Federal aid to National highway system about 1400 miles in Alaska
Match rates remain same

New feature - toll road

Need to change the land area distribution formula

Eastern states - Use

Western states - mileage

Kubrna - No idea what we are getting for FY 92

Not really - but should plan upper limit

Hudson - Should we lobby in D.C. Do we.

Congressional delegation is voice

Other groups Hutter et al are lobbying.

Cartier - Dept involved - all states D.O.T

legislature play a role in this.

Maybe have individual people focus on this

Difficult politically to reduce states money

D.O.T likes look of president's proposal.

Hudson - Need to look other ways to influence.

Resolution not forceful enough.

Cartier - how gas tax - etc make it difficult
to cry poor.

Hudson - Costs much higher for gas etc up here.

Costs are terrible

local roads program

grant program -

About 2700 miles in Alaska.

Match rate drops here.

$\frac{1}{2}$ % of funds available

bill allow 15% transfer -

Would be 19 million available.

With transfer may be 50 million

Side
II

Alaska Marine Highway system needs to be on national system.

Now local roads biggest # miles yet least amount of money.

Mark
Gibson

Problem may be sometime before you get the President's bill.

At the beginning - real working together relationship - now all going different directions

Meeting adjourned 10:02



House Transportation Committee

DATE: 2/26/91

PLACE: Room 17

SUBJECT OF MEETING:
*Overview/worksession
 by Federal Highway Administration*

NAME	REPRESENTING	BUSINESS/PERSONAL MAILING ADDRESS	ZIP	(H) PHONE	(W) PHONE	DO YOU WANT TO TESTIFY?	WHAT SUBJECT/ WHICH BILL?
BOB RUBY	FEDERAL HIGHWAY ADMINISTRATION	PO BOX 1648, JUNEAU	99802		586-7180	<input checked="" type="radio"/> Y <input type="radio"/> N	FEDERAL-AID HIGHWAY PROGRAM
Patricia Owsen		6890 6th St. Juneau, Alaska 99801		285-2222		<input checked="" type="radio"/> Y <input type="radio"/> N	Handwritten excess
MARK EIBSON	DENNIS NOTTINGHAM (HUPA)	HIGHWAY USERS FEDERATION SUITE 306 HOFF BLDG. BOISE IDAHO 802-W. BANNOCK	83702	(209) 344-0592		<input checked="" type="radio"/> Y <input type="radio"/> N	FUTURE HIGHWAY PROGRAM
KEITA GERKEN	DOT/EPF					<input type="radio"/> Y <input type="radio"/> N	
ANDREW E BONA	ANDREW E BONA (GRAND CONC)	3235 HOFF DR. JUNEAU AK 99801	99801	586-3268	463-6680	<input checked="" type="radio"/> Y <input type="radio"/> N	HB 132
						<input type="radio"/> Y <input type="radio"/> N	
						<input type="radio"/> Y <input type="radio"/> N	
						<input type="radio"/> Y <input type="radio"/> N	
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