



**Seward Highway Traffic Safety
Corridor Meeting**

**Funding for the
Engineering “E”**

Girdwood Community Center

August 7, 2009

David Post, AKDOTPF Planning Manager



You are correct!

A four lane divided highway is the safest design for the Seward Highway.

Cost of 4 Lane Divided Hwy



4 Safety Corridors:

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

TOTAL approximately \$1 Billion

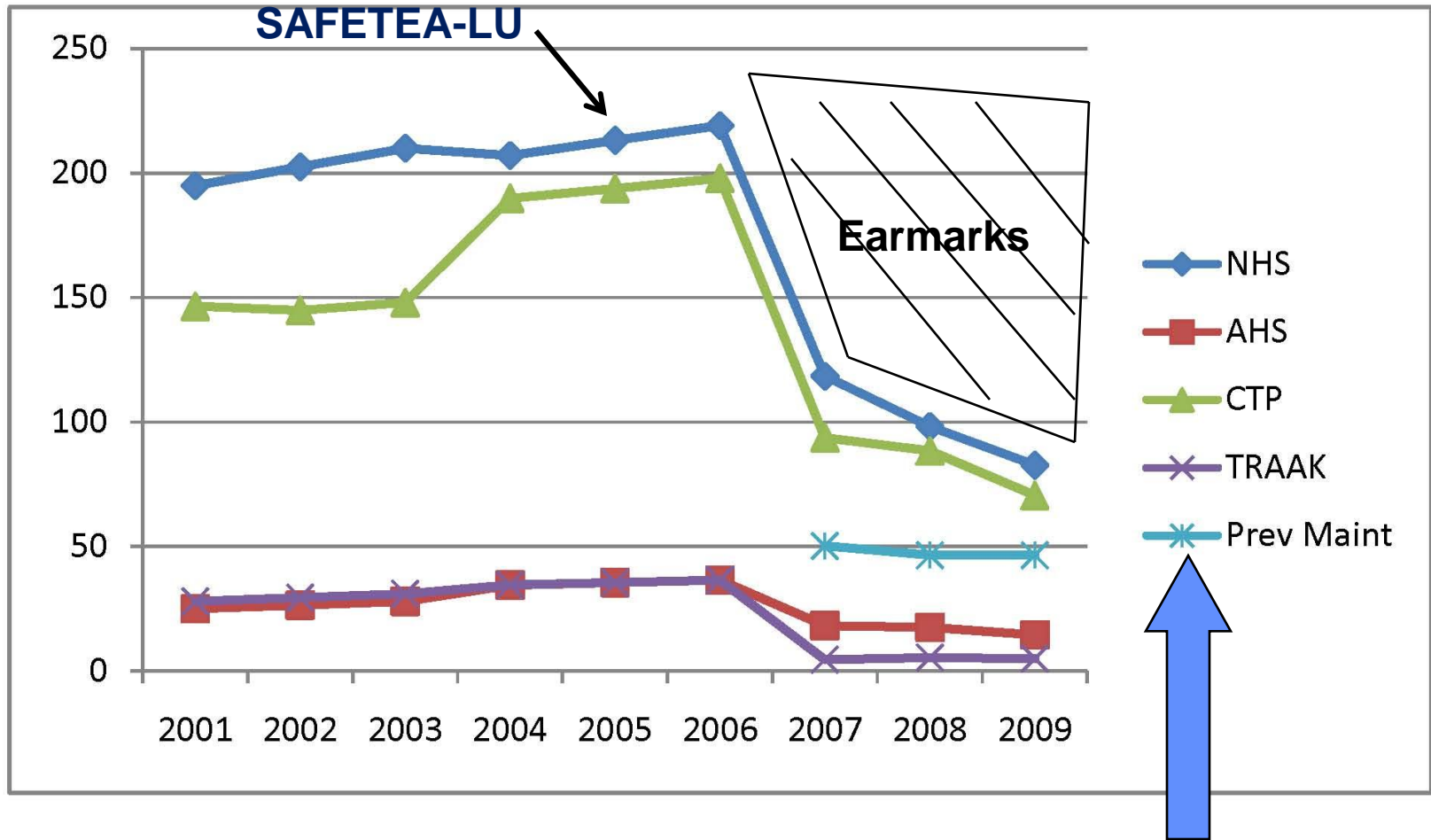
Planning level estimates for construction.
Does not include ROW costs.

Funding for State Transportation Projects



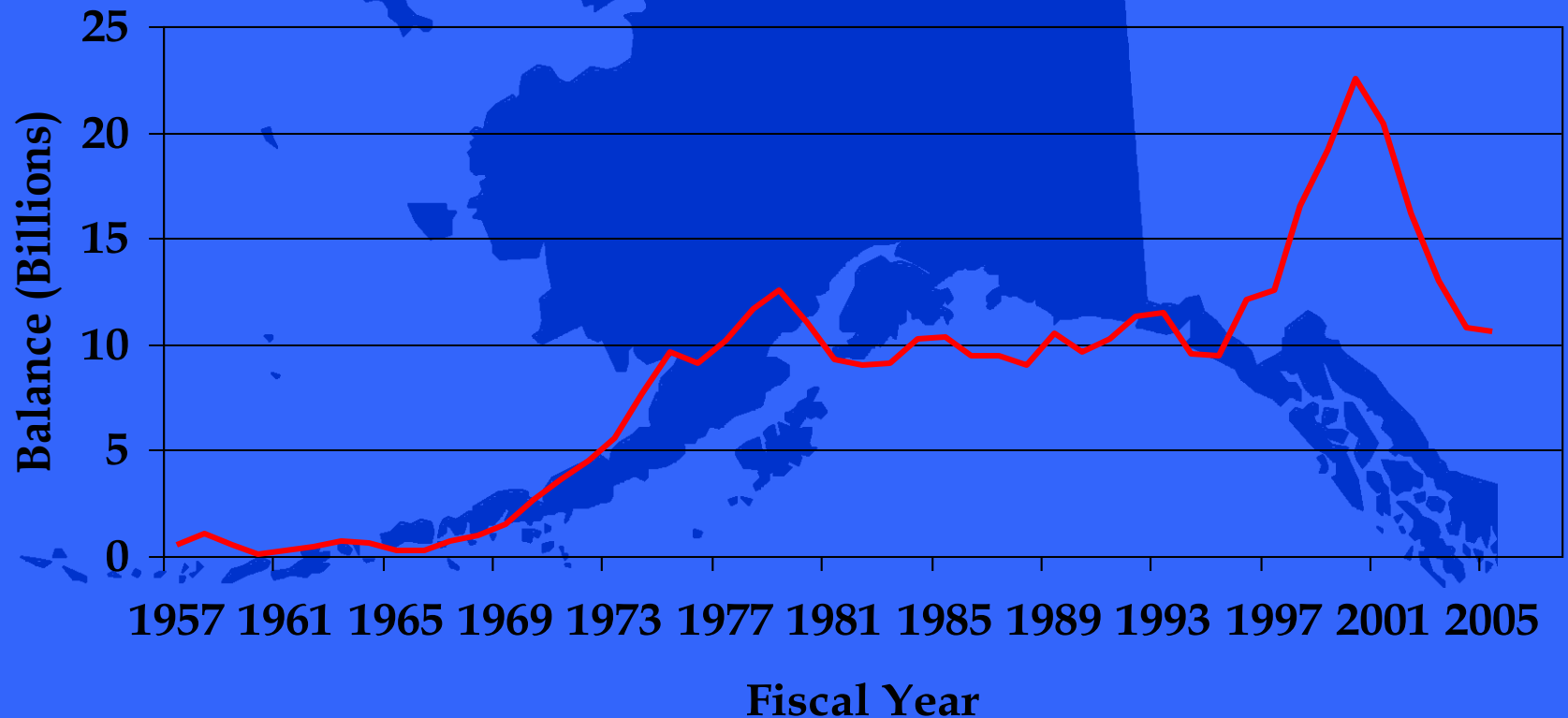
- Alaska DOT&PF is entirely dependant on federal funding and state/federal “earmarks” for transportation projects.
- Alaska DOT&PF relies on state funding and an increasing amount of federal funds for maintenance.

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



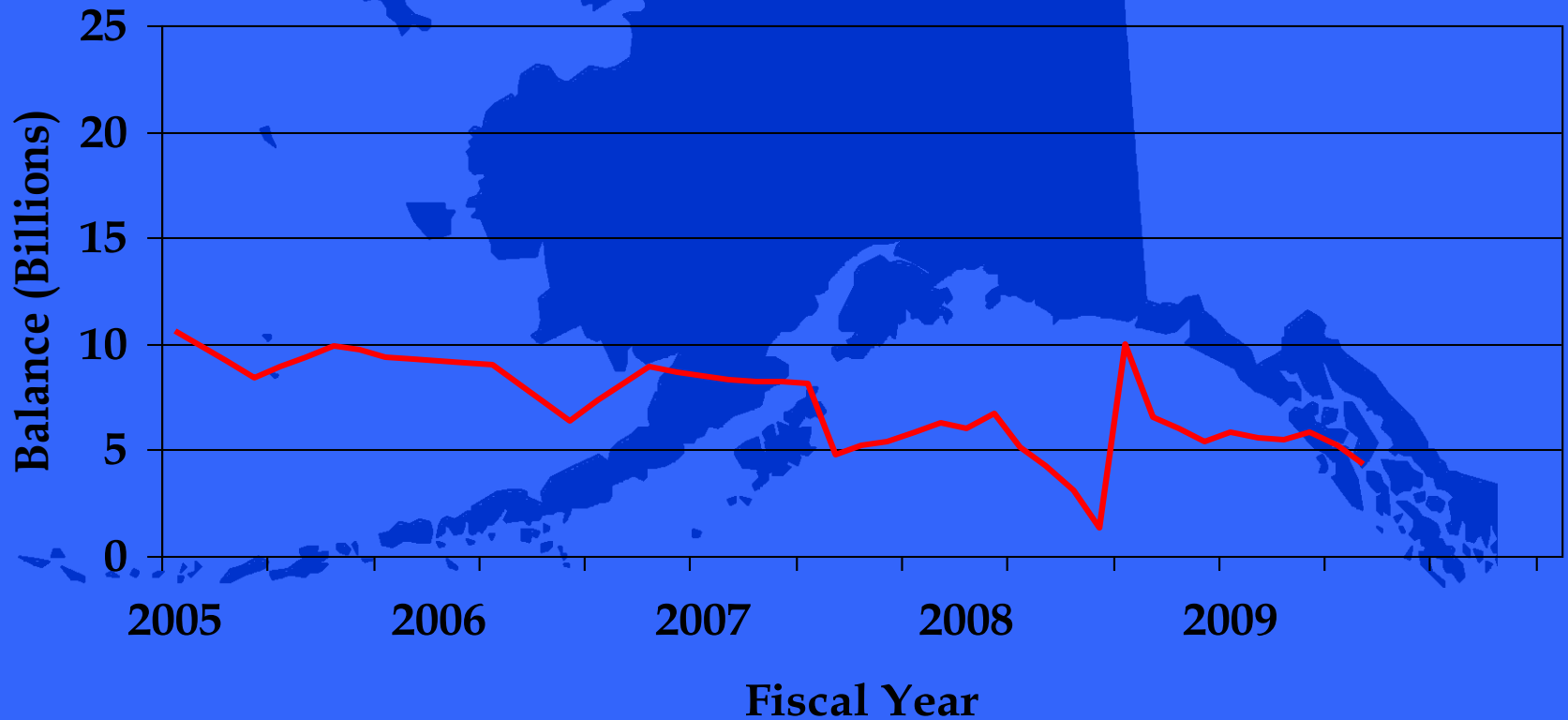
\$50 million/year dedicated to "Pavement & Bridge Rehabilitation"

Highway Account Balance 1957-2005



Source: David Miller, FHWA, presentation to Central Region Transportation Forum October 22, 2008

Highway Account Balance 2005-2009



Ending balance of FY 2008 includes \$8.017 billion transferred from the Federal General Fund

Highway Trust Fund (HTF)



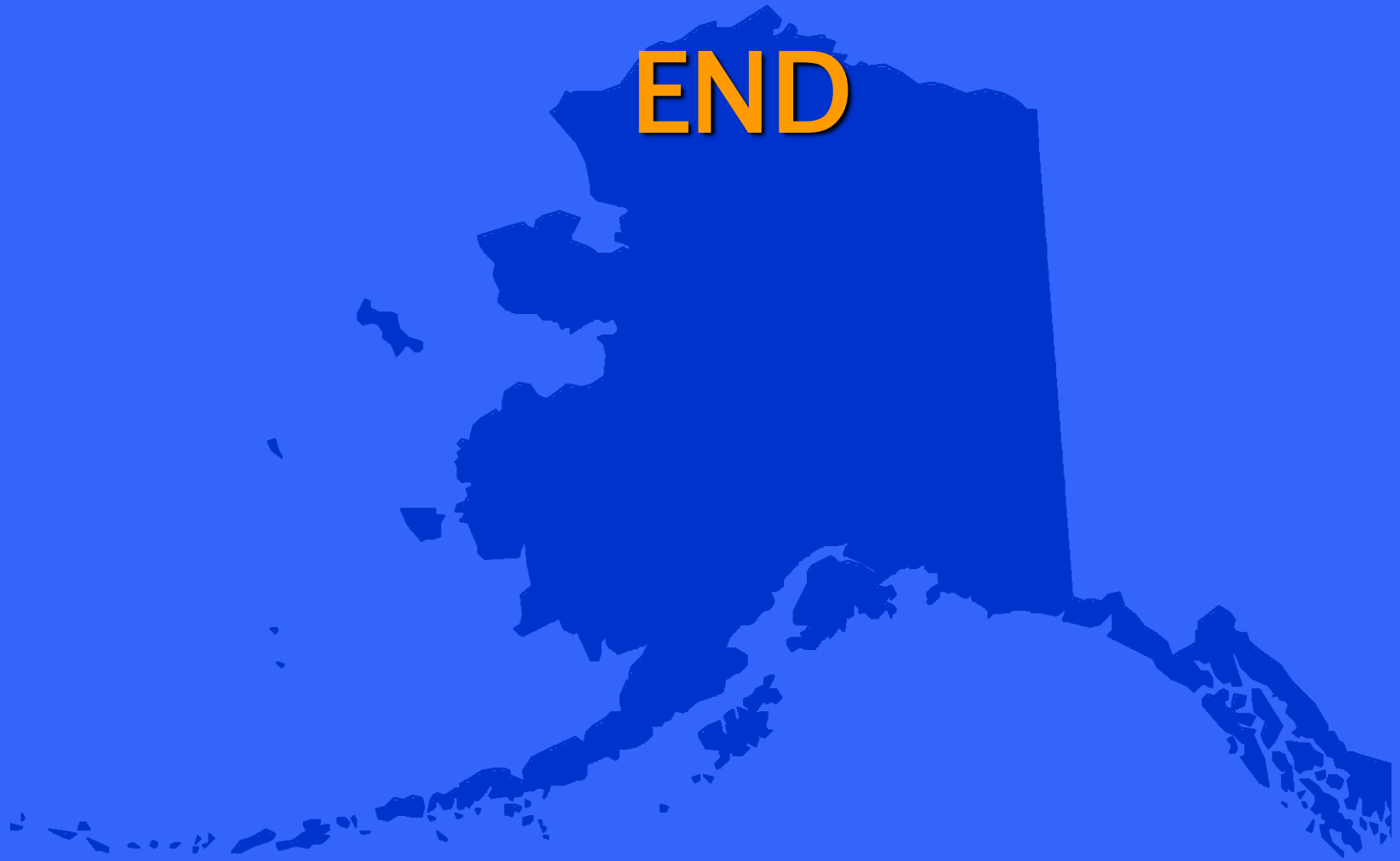
- HTF Revenues from 18.4 cent/gallon fed tax
- Revenue or expenditure formula must be revised to maintain HTF solvency
- Alaska has received 6 to 1 return on taxes paid
- Pressure from “donor” states to recoup more of their tax dollars

2010–2013 Statewide Transportation Improvement Program (STIP)



- Programs the anticipated revenues for the next four years.
- Will be available for public review and comment starting late–August
- Available for review and comment at: www.dot.alaska.gov

END

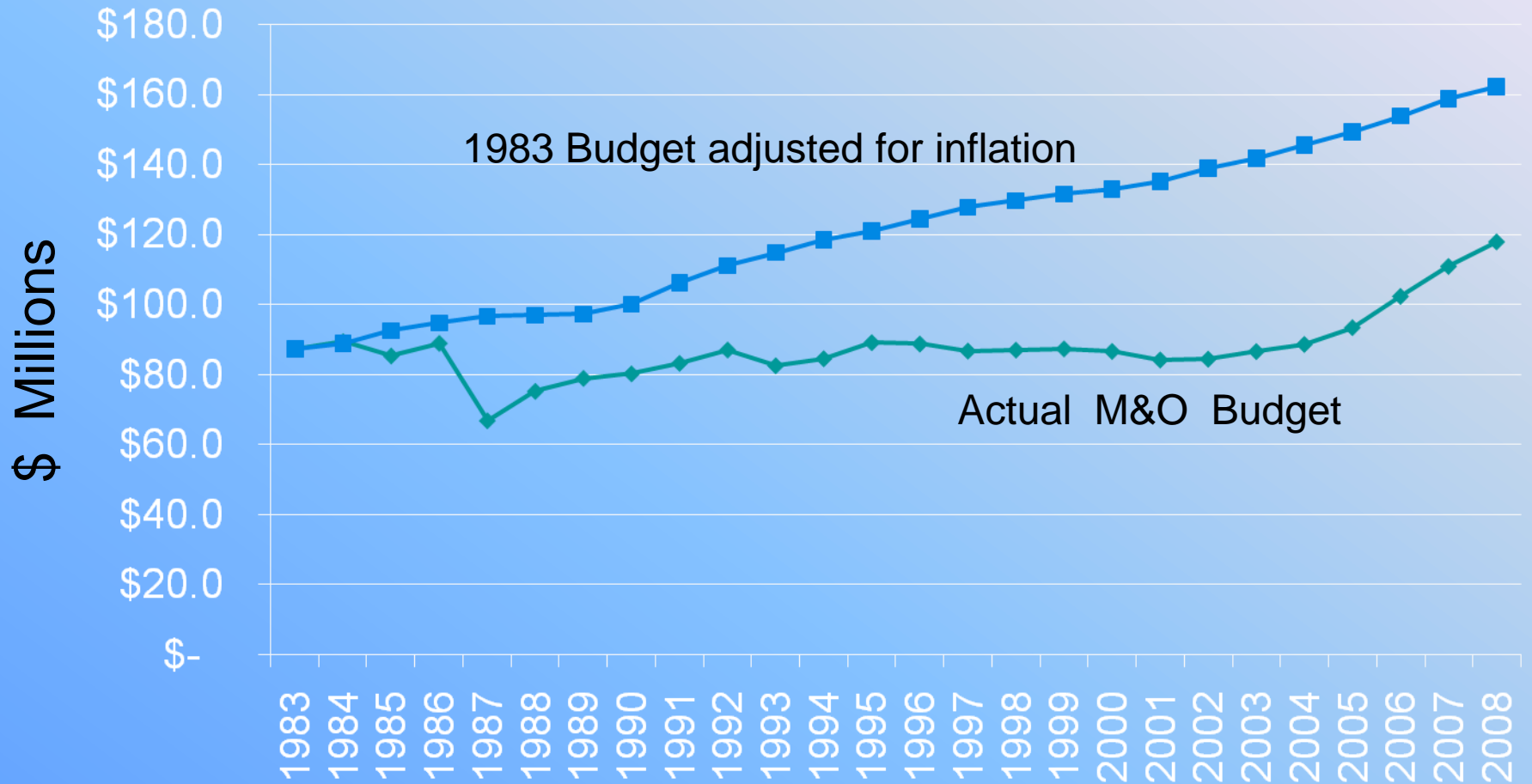


EXTRA Slides following



M&O GF Budget, 1983–2008

Actual vs. 1983 Budget Inflation adjusted



Congress stepped in...



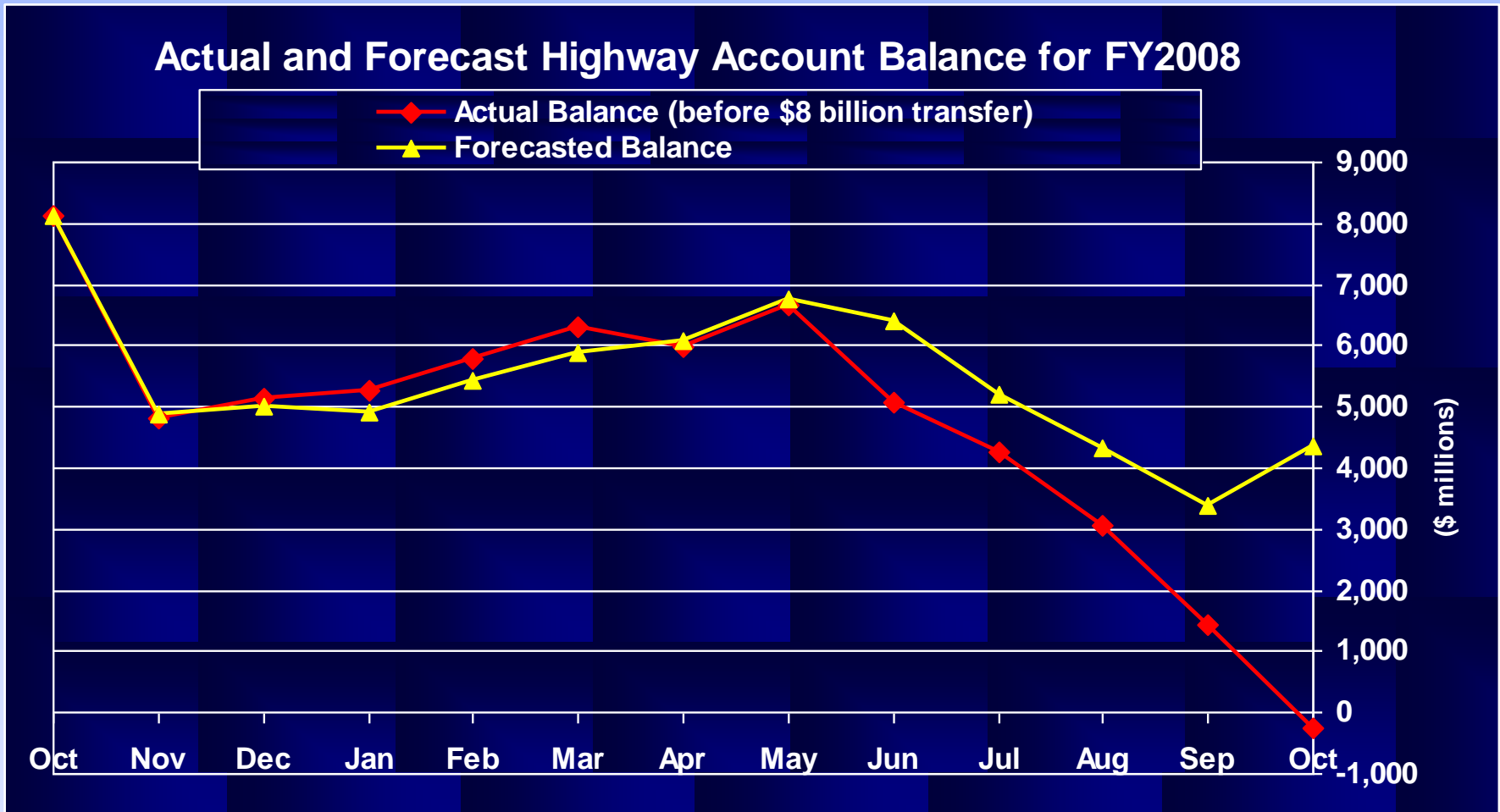
And provided an
\$8 Billion
infusion of cash
into the Highway
Trust Fund

Federal Funding



- Federal law limits the amount of \$\$ that is not already directed to specific projects/programs.
- State law defines how these federal \$\$ are allocated
- NHS (includes Seward Hwy, and NHS earmarks) 48%
- CTP 39%
- AHS 8%
- TE 2%

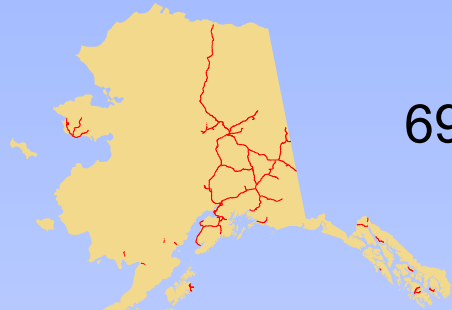
Actual and forecasted Highway Account balance



Source: David Miller, FHWA, presentation to Central Region Transportation Forum October 22, 2008

Central Region

Where population growth outpaces road improvements



69% of Alaska's population



Limited road system



CONGESTION



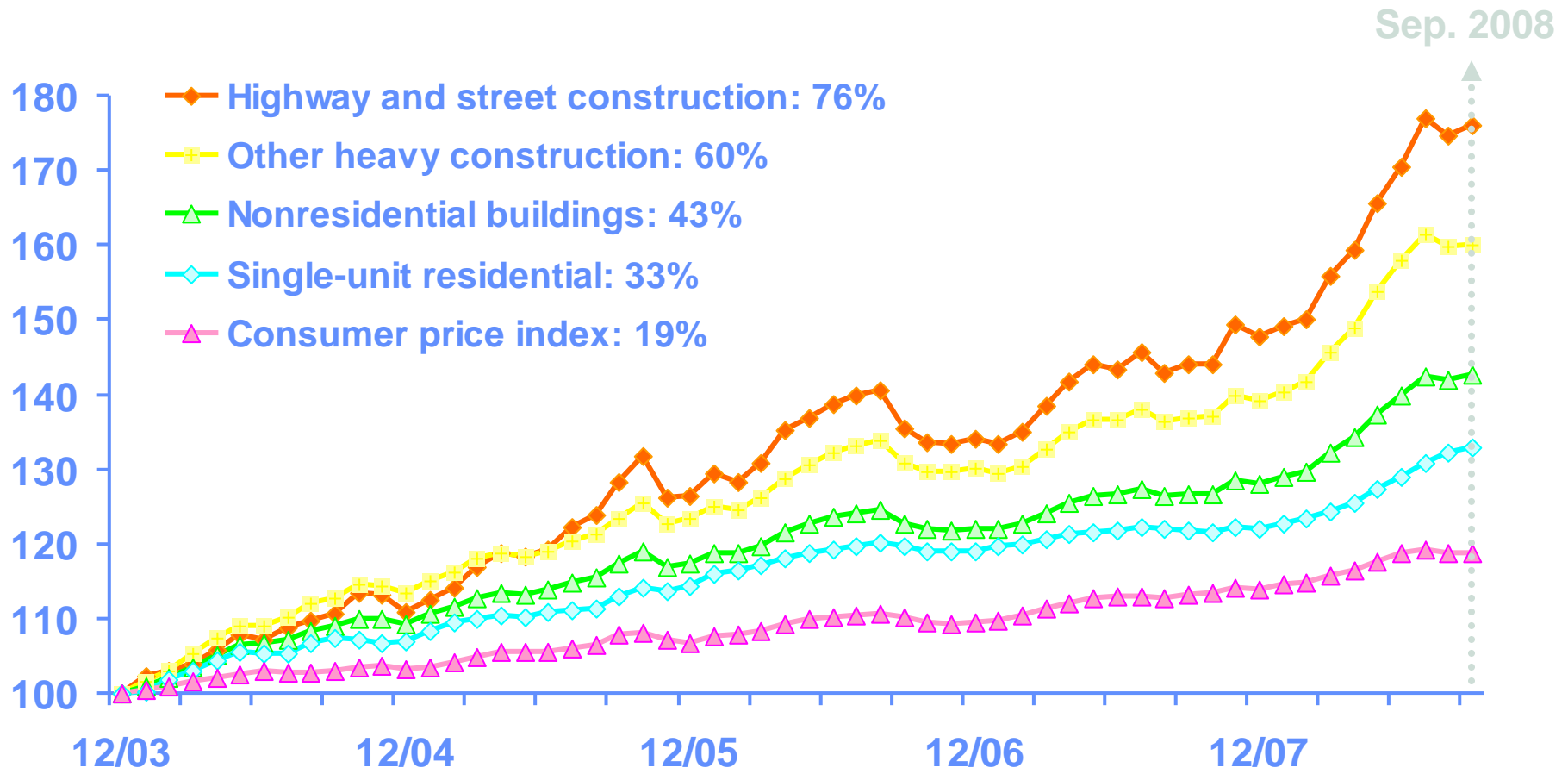
CRASHES



RUTS



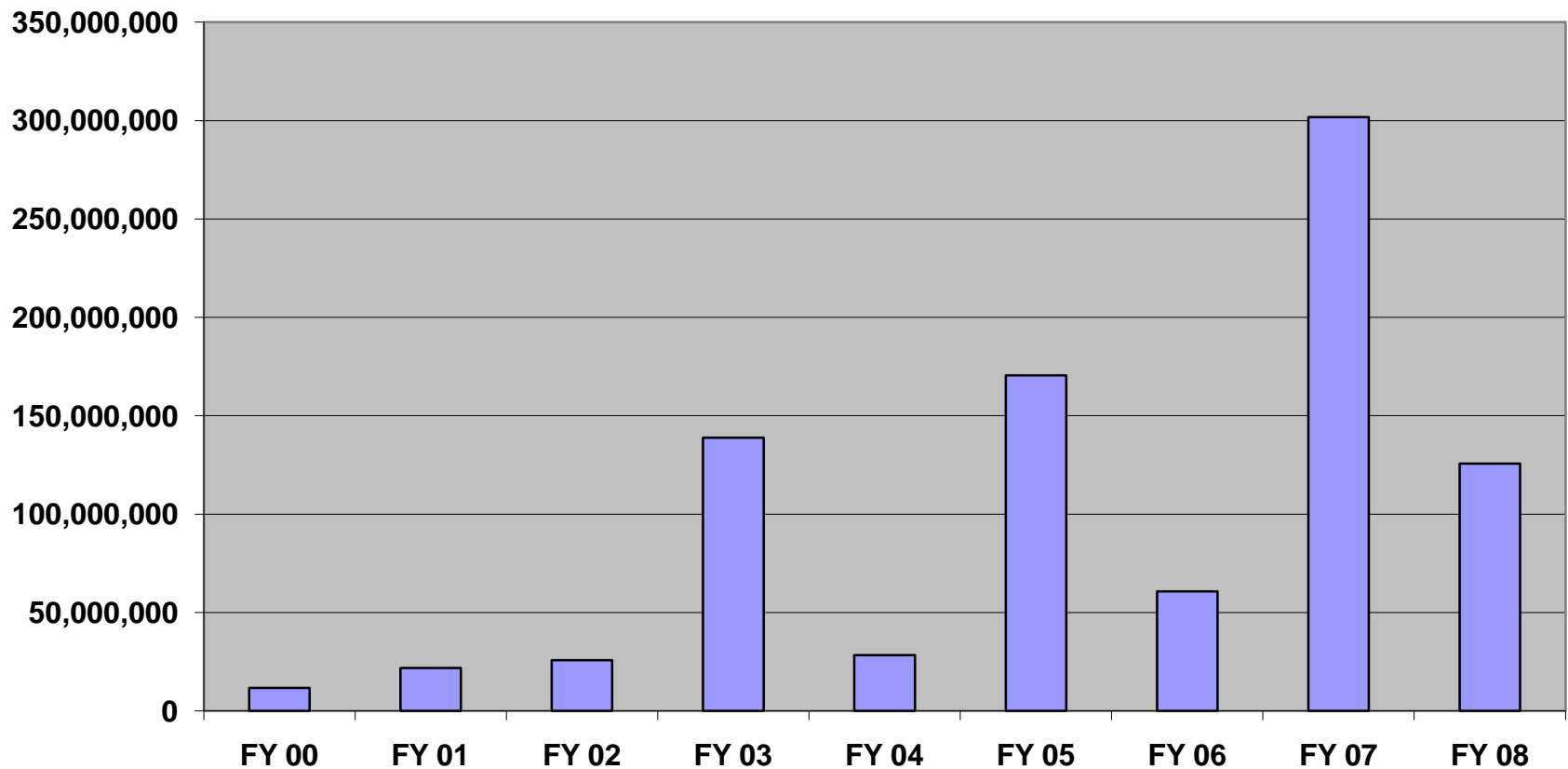
Change in Producer Prices for Construction Segments, 2003 – 2008 (December 2003 = 100)



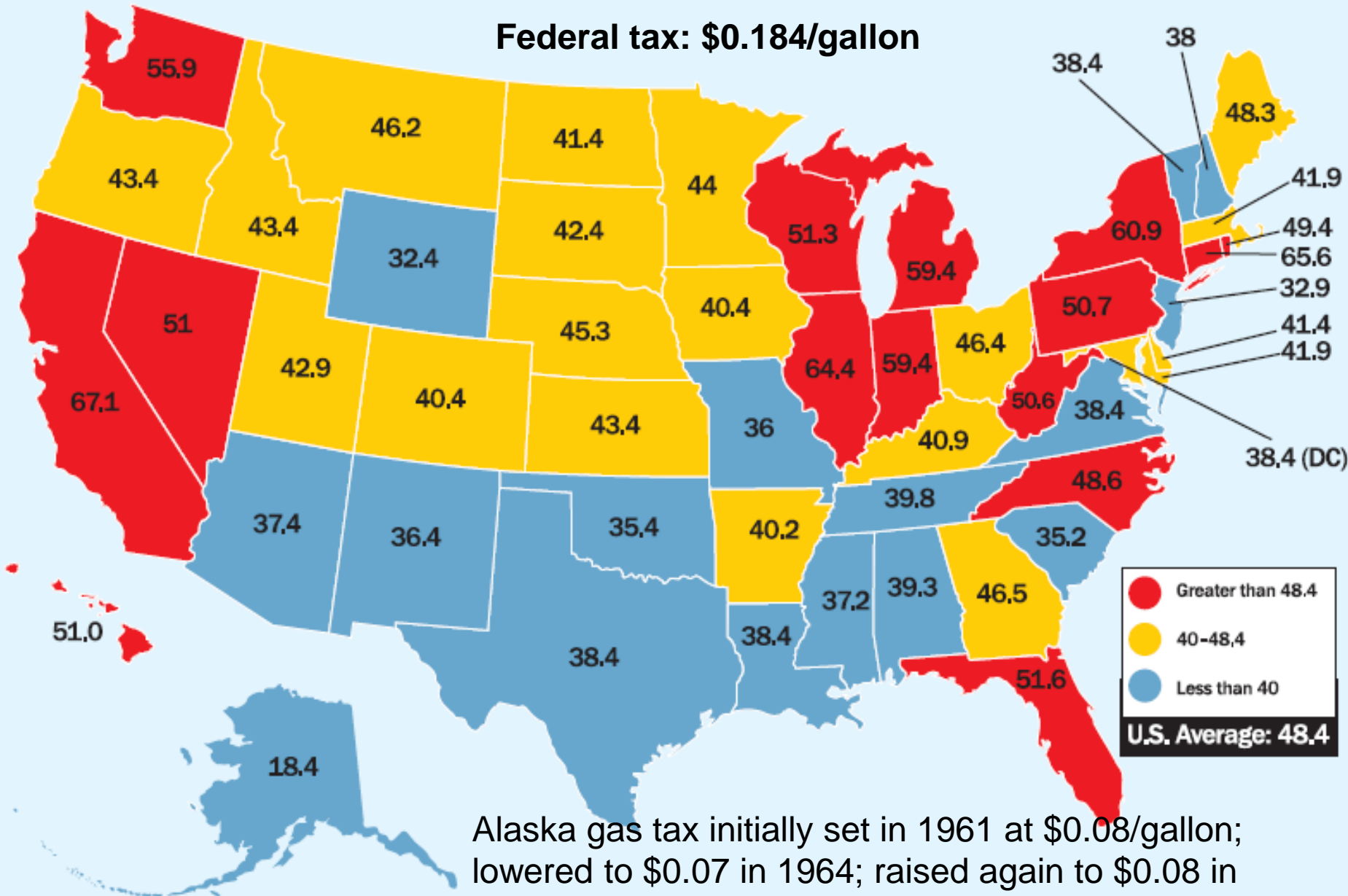
Source: BLS (CPI, PPI)

From AGC of America

Non-Federal Funds for Alaska's transportation has increased in recent years



Federal tax: \$0.184/gallon



Alaska gas tax initially set in 1961 at \$0.08/gallon; lowered to \$0.07 in 1964; raised again to \$0.08 in 1970; August 2008 suspended for one year

Highway Account Income 1957-2007

