



Congress of the United States
House of Representatives
Washington, D.C. 20515

November 3, 2015

COMMITTEE ON
NATURAL RESOURCES
CHAIRMAN, SUBCOMMITTEE ON
INDIAN, INSULAR, AND
ALASKA NATIVE AFFAIRS

COMMITTEE ON
TRANSPORTATION & INFRASTRUCTURE
REPUBLICAN
POLICY COMMITTEE

Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

As a former Mayor, like you, I've seen firsthand how federal transportation investments can be both a boon and burden for state and local infrastructure development. Federal transportation dollars, when directed to the right projects in a streamlined fashion, can stimulate community growth and much needed economic opportunity. However, federal transportation funding often lags behind current needs, especially for relatively young and underdeveloped states like Alaska. Additionally, scarce existing federal funds are often siphoned away through excessive regulatory hurdles that build nothing while denying states and localities the flexibility they need to deliver worthwhile projects. Opportunities exist for Congress and the Department of Transportation to improve the way federal infrastructure funding is delivered. In anticipation to your visit to Alaska, I would like to outline some of the opportunities currently being addressed in legislation pending before the House.

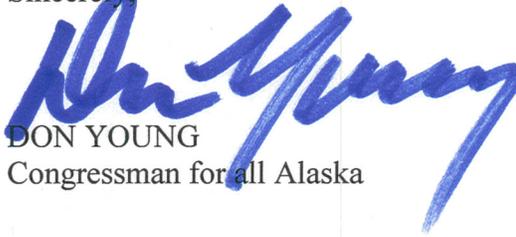
As you know, I am currently working with Chairman Bill Shuster and my colleagues in the House to shepherd our next multi-year transportation authorization package through Congress. H.R. 3763, the Surface Transportation Reauthorization & Reform Act of 2015, provides a total of six years of authorizations for surface transportation programs, while making a multitude of needed reforms to these programs. Notable transportation reforms of national significance include: consolidating duplicative programs, improving efficiency by streamlining federal permitting, converting the Surface Transportation Program (STP) to a block grant to give states more flexibility, and providing flexibility for states to invest in our nation's bridges.

In addition, there are many federal transportation programs particularly vital to Alaska. My work on H.R. 3763 has focused on the following priorities: increased funding to the Tribal Transportation Program (TTP), establishing Tribal-Self Governance Program within USDOT, fixing Federal Transit Administration (FTA) formula allocations for the Alaska Railroad, maintaining robust federal funding for the National Ferry Program, reducing administrative fees by the Bureau of Indian Affairs and Federal Highway Administration, and reauthorizing the popular Recreational Trails Program (RTP).

Upon passage of a long-term highway transportation bill, your agency will play an integral role in distributing these much needed infrastructure investments to Alaska, where nineteen percent of our major roads are in poor condition, twenty-three percent of our bridges are structurally deficient or functionally obsolete (American Society of Civil Engineers Report Card 2013), and eighty-two percent of our communities are not serviced by roads.

It is my hope that your brief visit to Alaska leaves you with a better appreciation for the opportunities that exist to improve federal transportation programs and investments in rural and relatively young states like mine. I stand ready to work with you on these matters and wish you a successful Alaska trip.

Sincerely,

A handwritten signature in blue ink, appearing to read "Don Young", is written over the typed name and title.

DON YOUNG
Congressman for all Alaska