



Division of Planning & Program Development

The Year So Far, and The Way Forward



“The Year So Far, and The Way Forward”

What I'll cover today...

- **IIJA Implementation - Year 1 Briefing**
 - Partners: Building Capacity to Build Alaska
 - LRTP & New “Family of Plans”
 - “Family of Programs” and Schedule
- **Evaluating & Selecting Projects**
 - Scan of current process
 - Key challenges & opportunities
 - Discussion





Partnerships



Expanding Capacity

Cooperative Partnerships

- **AML MOU**

- Clearinghouse “The HUB”
- AML Hosting NHI Courses

- **AEA MOA**

- NEVI Plan & STEP

- **DNR MOA**

- ASTAR PEL

- **Team-Embedded Consultants**

- **Federal Land Managers**

- **More Local Planning**

- Institute RPO framework; RTPPO statutes
- Coordinate with land-use, ‘Plan for People’

- **Looking for more Partners!**



Discretionary Grants

Examples, not all-inclusive

- **Port Improvement Development Projects**
 - Pelican - \$12,170,374
 - Auke Bay - \$8,714,550
 - Cordova, Chenega, and Tatitlek Port Bundle - \$28,248,386
- **MEGA/INFRA/Rural**
 - TRV - \$194,922,000
 - Cordova, Chenega, and Tatitlek Port Bundle - \$25,109,676
- **NOAA Fish Passage**
 - Three Mile Creek - \$5,614,228
- **Culverts for Anadromous Fish Passage**
 - NOFO just announced!



ALASKA
MUNICIPAL
LEAGUE



TRANSPORTATION & PUBLIC FACILITIES
STATE OF ALASKA

>\$850M Submitted through Partnership

- **Rural Ferry and Low/No Emission Ferry Program**
 - TRV Propulsion - \$85,610,480
 - Mainliner Planning - \$8,591,616
 - Auke Bay, Pelican, and PWS Docks - \$48,164,658
 - Columbia, Tazlina, Matanuska, and Kennecott Vessel Bundle - \$72,065,545
 - Operating - \$44,823,800
- **Bridge Improvement Program**
 - Kodiak Russian and Sargent Rivers – planning - \$1,288,000
 - Ketchikan Ward Creek – construction - \$23,138,428.26
 - Johnson and Gerstle River bundle – construction - \$73,901,504

Regional Rural Transportation Planning:

State Models for Local Consultation, Regional Coordination,
and Regional Transportation Planning Organizations



What works for Alaska?

Various structures:

- Regional Transportation Planning Organization
- Regional Planning Commissions
- Regional Councils of Governments
- Regional Planning Councils
- Regional Planning Agencies
- Regional Development Organizations
- Regional Planning Organization*

A woman in a blue dress is running on a grassy field. In the background, there is a large, leafy tree. The scene is captured in a bright, sunny setting. A dark blue horizontal band is overlaid across the middle of the image, containing the text 'Family of Plans' in white.

Family of Plans

DOT & PF Transportation Plan "Family"

TIER I Plans

Long-Range Transportation Plan
Multimodal Statewide Plan



TIER II Plans

Strategic Investment Plans
From LRTP: (1) Goals, Policies & Actions; (2) Regional Priorities; (3) Modal Key Facts & Opportunities

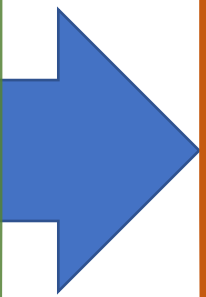


TIER III Plans

Modal & System Plans
From LRTP:
• Goals, Policies & Actions
• Modal Key Facts & Opportunities
From Strategic & Investment Plans:
• Funding Distribution & Formulae
• Fiscal Constraint

TIER IV Plans

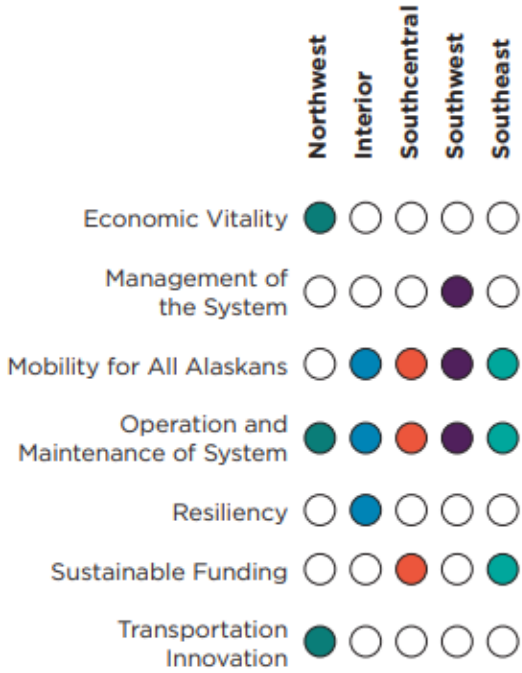
Regional & Area Plans
From LRTP:
• Goals, Policies & Actions
• Transportation Priorities by Region
From Strategic & Investment Plans:
• Funding Distribution & Formulae
• Fiscal Constraint



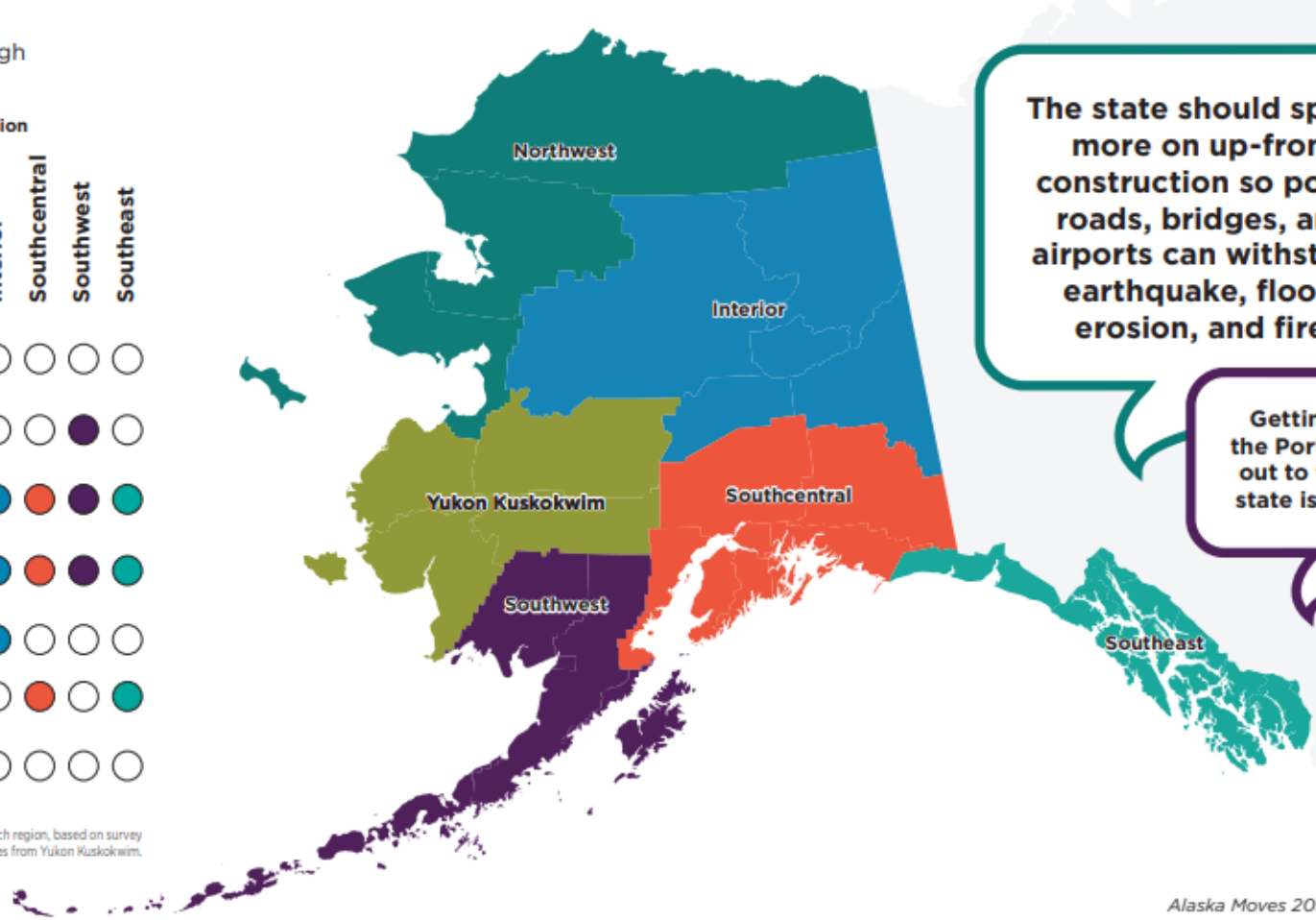
Regional Priorities

Figure 1: Input Received Through Public Engagement

Top 3 Transportation Priorities by Region



Note: Priorities marked are the top three for each region, based on survey results. There were no responses from Yukon Kuskokwim.



Comments heard from the Public by Region

The state should spend more on up-front construction so ports, roads, bridges, and airports can withstand earthquake, flood, erosion, and fire.

When planning to expand our system, the cost to operate and maintain it should be considered.

Getting goods into the Port of Alaska and out to the rest of the state is a top priority.

I am willing to give something up if it means people in small communities without roads can keep reliable air and/or ferry service.

The ability to respond quickly to snowstorms, landslides, or other needed emergency repairs is a priority.

Modal Key Opportunities

Examples, Not All-Inclusive

AMHS



Key Opportunities

- **Develop a statewide Ferry Plan as part of the family of plans.** The IJJA includes ferry-specific funding, including funds for a new ferry and a program to fund pilot-project electric or low-emitting ferries. A provision in the bill requires at least one of those pilot tests be conducted in the state with the most qualifying marine highway system miles—Alaska. A statewide plan would identify key needs and funding sources beyond the five years covered by the IJJA.
- **Adequately fund operations and maintenance.** AMHS is challenged today with operating and maintaining the system and providing reasonable levels of service at a cost the state can afford. This includes vessel refurbishment and recertification to keep vessels safe and compliant with federal regulatory standards and attractive to customers.
- **Proactively plan for workforce needs.** There is a nationwide shortage of maritime workers to operate and maintain ferries.



Rural Aviation



Key Opportunities

- **Continue to improve the resiliency of rural airports with innovations in technology and seasonal solutions, like ice roads.** Outside of major cities like Anchorage and Fairbanks, the lack of local supplies and infrastructure makes airport development challenging. Rural airport construction and maintenance activities require shipping equipment and materials to remote sites, which can in some cases be accomplished via seasonal ice roads.
- **Continue to support installation of automated weather stations and certified instrument approach procedures to provide access to rural airports during poor weather conditions.** Combined, these two efforts will increase the safe and efficient movement of goods and people in rural communities.
- **Continue to advocate for the federal ABS and EAS programs,** which play significant roles in ensuring minimum levels of passenger and freight service at lower costs.
- **Proactively plan for workforce needs.** The vast majority of rural airports do not have the resources to provide active airport management, including airfield inspections and oversight of maintenance and capital improvements.



Roads & Highways



Key Opportunities

- **Adequately fund operations and maintenance.** Operations and maintenance funding has decreased 20 to 30 percent in the past five years, creating a substantial increase in deferred maintenance. Any expansion of the roadway network to improve efficiencies, access new areas, and/or increase resiliency will increase this backlog unless adequate and predictable funding is established for operations and maintenance.
- **Incorporate risk and resiliency considerations into planning, programming, and project development, especially on multimodal corridors and key supply chain routes.** Lack of roadway network redundancy means that infrastructure damage or network interruptions resulting from natural or human-made events could disable a connecting roadway and cut communities and freight off for long periods.



Transit



Key Opportunities

- **Adequately plan for and provide first- and last-mile public transportation.** Improving connectivity to other modes, including active transportation, rail, ferries, and ports, will make transit an attractive option for more people.
- **Develop a Transit Plan as part of the family of plans with an emphasis on stable funding.** Providers that rely on state sources experience difficulties as the overall economy fluctuates and state revenue declines. The IJJA federal funding bill provides dedicated transit program funding, particularly for rural and tribal communities for the next five years. A shared statewide vision would assist with allocating funds and leveraging required federal match dollars.



Active Transportation



Key Opportunities

- **Implement the 2019 Alaska Statewide Active Transportation Plan (ASATP) and local active transportation plans.** The ASATP specifies several laws, policies, and procedures that could enhance the safety of all road users, such as a complete streets policy, a safe passing distance law, and a vulnerable user law.
- **Gather data on pedestrian and bicycle facilities, volumes, and safety.** There is no statewide data set of pedestrian and bicycle facilities or volumes. This hinders an agency's ability to make informed decisions regarding facility needs and priorities. Pedestrian and bicycle crashes are also likely underreported, especially in rural areas.
- **Coordinate and collaborate with local agencies and jurisdictions on priority routes for winter maintenance.** With decreasing state funding, maintaining these facilities will become more difficult, especially in urban areas where demand for year-round use is increasing.
- **Focus on connecting different modes of transportation with pedestrian and bicycle facilities to accommodate residents and visitors.** For example, in rural hub communities, active transportation infrastructure connects people who do not have vehicles to services and/or seasonal employment. As noted in the Southwest Alaska Transportation Plan Update, non-resident pedestrians, such as tourists and seasonal workers, can significantly increase pedestrian activity in small communities but may not understand how the local system functions.



L RTP GOAL AREAS

OUR “WHAT” – INVESTMENT AREAS

1. Safety
2. Mobility & Access
3. Economic Vitality
4. State of Good Repair
5. Resiliency
6. Sustainable Transportation

OUR “HOW” – FOCUS AREAS

1. Strategic Partners
2. Stewardship of the System
3. Innovation
4. Performance-based Management

Family of Plans

TIER I - Governance & Policy Plans

Department Strategic Plan	Active
Long Range Transportation Plan	Update In Progress

TIER II - Strategic & Investment Plans

Strategic Capital Investment Plan	<i>New</i>
Human Capital Plan	<i>New</i>
Strategic Highway Safety Plan	Update In Progress
Transportation Asset Management Plan	Update In Progress
Diversity, Equity & Inclusion Plan	<i>New</i>
Alaska Resiliency Plan	<i>New</i>
Sustainable Transportation & Energy Plan	<i>New</i>

TIER III - Modal & System Plans

Highway System Plan	<i>New</i>
Alaska Aviation System Plan	Active
AMHS Long Range Plan	<i>New</i>
AMHS Short Range Plan	<i>New</i>
Ports and Waterways Plan (previous study)	<i>New</i>
Alaska State Rail Plan	Active, Update Pending
Freight Plan	Update in Progress
Alaska Active Transportation Plan	Active, Update Pending
Alaska Community Transit Plan	<i>New</i>
Scenic Byways	Active
Alaska Strategic Corridor Master Plan	<i>New</i>

TIER IV - Area & Corridor Plans

Southeast Alaska Transportation Plan	Active, Update Pending
Southwest Alaska Transportation Plan	Active, Update Pending
Prince William Sound Transportation Plan	Active, Update Pending
Northwest Alaska Transportation Plan	Active, Update Pending
Interior Alaska Transportation Plan	Active, Update Pending
Yukon-Kuskokwim Delta Transportation Plan	Active, Update Pending
Corridor Transportation Plans	<i>New</i>
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A silhouette of a person running, split horizontally by a dark blue band containing the text 'Family of Programs'. The person is running towards the right, with their right leg forward and arms pumping. The background is white.

Family of Programs

IJA Programs, Existing & New

Program Examples	State	MPO	Local	Tribe	PA*	Territory	FLMA*
Apportioned programs (formula)	✓						
Bridge Program (formula)	✓			✓			
National Electric Vehicle Formula Program	✓		✓				
Safe Streets and Roads for All program		✓	✓	✓			
PROTECT Grants (discretionary)	✓	✓	✓	✓	✓		✓
Charging and Fueling Infrastructure Program	✓	✓	✓	✓	✓	✓	
Congestion Relief Program	✓	✓	✓				
Bridge Investment Program (discretionary)	✓	✓	✓	✓	✓		✓
Reconnecting Communities Pilot Program	✓	✓	✓	✓			
Rural Surface Transportation Grants	✓		✓	✓			
INFRA	✓	✓	✓	✓	✓		✓
Nat'l Infra. Project Assistance	✓	✓	✓	✓	✓		
Local and Regional Project Assistance	✓	✓	✓	✓	✓	✓	

Family of Programs

Existing Programs

1. Solicitations

1. CTP & TAP

2. State Programs

1. HSIP, PM, Bridge, Culverts, Research, etc.

New Programs

1. Solicitations

1. Ice Roads & Seasonal Roads
2. Resiliency & Coastal Protection
3. Rural Ports, Docks & Barge Landings
4. Community Bridge Program
5. Sustainable Transportation Program

2. State Programs

1. Carbon Reduction
2. PROTECT





ICE ROADS & SEASONAL ROADS

Cycle	Annually
Timeline	10/17 – Pre-notice 10/24 – NOFO 11/8-9 – Ice Road Symposium 11/11 Applications Due 11/14 Scoring & Evaluation 11/30 Awards
Amount	\$2,000,000
Eligible Activities	Planning, Preparation, Surveying, Ice Road Construction, Maintenance & Operations, Safety Measuring & Observing, Marking, Closures
Eligible Entities	Cities, Villages, Tribes & Political sub-division of government

RESILIENCY & COASTAL PROTECTION PROGRAM

Cycle	Every 2 years
Anticipated NOFO	CY2023 Quarter 2
Funding Amount	\$32,000,000
Eligible Activities	Resiliency Planning Twice-Hit Assets Critical Community Access Evacuation Routes At-Risk Coastal Community Protection
Eligible Entities	Local or community government, Villages, Tribal entities, & Political sub- divisions of government





Rural Ports, Docks & Barge Landings

Cycle	Every 2 years
Anticipated NOFO	CY2023 Quarter 2
Funding Amount	\$27,000,000
Eligible Activities	Rural Ports, Docks, & Barge Landings Rural Coastal Infrastructure
Eligible Entities	Local or community government, Villages, Tribal entities, & Political sub-divisions of government not connected by roads

Community Bridge Program

Cycle	Every 2 years
NOFO	CY2023 Quarter 1
Amount	\$54,000,000
Eligible Activities	Bridges on the National Bridge Inventory (NBI) Replacing Poor Bridges Rehabilitating Fair Bridges Bridge Preservation & Protection Tribally owned bridges on public roads Projects that replace/rehab culverts on the NBI
Eligible Entities	Local or community government, Villages, Tribal entities, & Political sub-divisions of government



A silhouette of a person running on a path, with a dark blue horizontal band across the middle containing the title text.

Project Evaluation & Selection

PURPOSE OF REGULATIONS

“Generally, the purpose of regulations is to keep individuals and/or the environment safe. Yet regulations impact people’s ability to create innovative products or services to serve their communities...”

FOCUS ON...

1. Classification
2. Funding Distribution
3. Scoring Criteria

CLASSIFICATION

17 AAC 05.170 – Project Classification

- National Highways System (NHS)
- Alaska Highways System (AHS)
 - List of Routes and Roads +AMHS
 - Federal Program (STBG) Used for Preservation, MPO, CTP, TAP, Ice Roads, Ports & Barge Landings
- Community Transportation Program (CTP)
 - Traditionally the Primary Path for Public Projects
- Trails & Recreational Access for Alaskans (TRAAK)
 - Transportation Enhancements (TE) doesn't Exist Federally Any More

Many new federal programs and eligibilities exist that don't fit into our current 'project classifications' – PROTECT & Resiliency, Coastal infrastructure, Carbon Reduction, NEVI, Community Charging, Electrification, Tourism, Ice Roads, Rural Ports/Docks/Barges, HSIP, etc. etc. etc.

FUNDING DISTRIBUTION

17 AAC 05.190 – Financial Data

- ❑ 48% to National Highway System
- ❑ 8% to Alaska Highway System
- ❑ 39% to Community Transportation Program
- ❑ 2% to Trails & Recreational Access for Alaska

(1) Funding for AHS, CTP, and TRAAK all comes from one Federal Program (STBG). Many other federal programs that can feed new State Programs. (2) Many new funding programs, eligibilities, and project types that have come out that don't 'neatly' fit into these categories.

SCORING CRITERIA

17 AAC 05.175

Criteria	Urban & Rural	Remote
Economic benefits resulting from the project	X	X
Projects effect on Health & Quality of Life	X	X
Whether the Project Enhances Safety for the Traveling Public	X	X
Financial Contributions towards the Capital Cost	X	X
Ability and Willingness to Assume Ownership or M&O contributions	X	X
Lower States Maintenance Burden	X	X
Environmental Readiness	X	X
Surface Rehabilitation Activity	X	
Facility Preservation Activity		X
Evaluation of Cost, Length, and AADT	X	
Deficient Bridge Replacement	X	
Corrects Deficient Width, Grade or Alignment	X	
Functional Classification	X	
Innovation	X	X
Public Support	X	X
Access water, landfills, waste, healthcare, airport, subsistence, river, ocean		X
Project in partnership with DEC, DOI, BIA, Tribes, Federal or State agencies		X

KEY CHALLENGES & OPPORTUNITIES

PROS

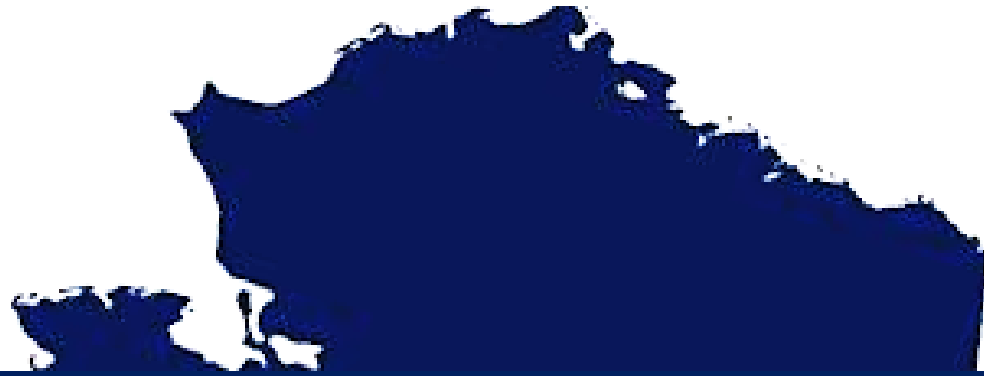
- Criteria for Remote is not measured by AADT or Functional Classification
- Criteria for Remote values access to critical services and infrastructure
- Criteria for Urban values volume, capacity and correction of road standards
- Distribution attempts to maintain minimum investment in underserved areas

CONS

- Criteria does not work for expansion, new connections, 'building new'
- Criteria must be applied evenly and does not support variable criteria
- Project categories don't support new federal programs & eligibility
- Categories restrict flexibility and agile response to needs and conditions in Rural Alaska hamstrung
- Current programs don't exist federally
- Rural is non-competitive to Urban
- Focus for remote is Preservation
- Only remote values Partnerships

A person wearing a blue jacket and black pants is running on a grassy field. The person is captured in a dynamic pose, leaning forward with their arms and legs in motion. The background is a bright, overexposed sky. A dark blue horizontal band is superimposed over the middle of the image, containing the word "Discussion" in white text.

Discussion



Questions?

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