

**Roads and Highways Advisory Board Meeting**  
**July 19, 2022 – 1:00 PM – 4:00PM**  
**Anchorage, AK**  
**MS Teams**  
**Call in: (907) 202-7104, Conf. ID: 524 454 952#**

Board Members: Dan Hall, Beth Fread, Andrew Guy, Aves Thompson, Jon Fuglestad, Jason Macomas-Roe, Kodi Long

1:00-1:15 - Call to Order

- a. Board Roll Call to Establish Quorum
- b. Welcome and introduction of board members and participants
- c. Approval of Agenda

1:15-1:30 - Public Comments

1:30-1:40 - Commissioner's Update – Ryan Anderson, Commissioner/DOT&PF

1:40-1:50 - Chair's Remarks – Dan Hall

2:00-3:00 – New IJA Programs & Eligibilities

- PROTECT, Carbon Reduction, HIP Bridge
- Community Transportation & Transportation Alternatives
- Discussion and recommendation on distribution of federal funds to State Programs

3:00 – 4:00 FY23 Operating and Capital Budget Review, recommendations for FY24'

- Deferred Maintenance Review and Recommendations
- Abandoned Vehicles Review and Recommendations
- Winter Road Priorities Presentation

3:45-4:00 - Board closing comments

- Next Meeting
- Adjourn



## Implementing IIJA... “Where does the Money go?” What we’ll discuss today:

- Recap of IIJA Programs & Eligibilities
- Existing State Programs
- New State Programs
- Discussion and Recommendation on distribution of federal funds to State Programs

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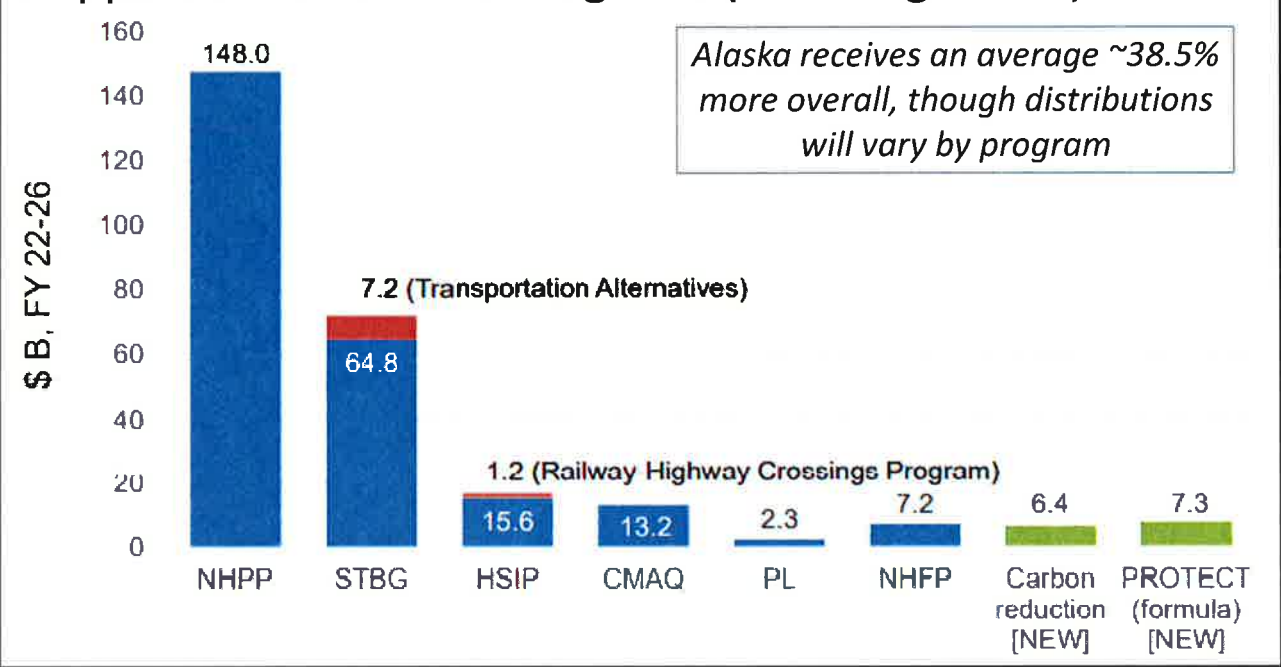


## IIJA Surface Transportation Formula Programs

- Sec. 11105 – **NHPP** (*Expands Eligibility*), 15% use on ‘Protective Features’ off the NHS, undergrounding public utility, resiliency, cybersecurity
- Sec. 11109 - **STBG** (*Expanded Eligibility*), EV Infrastructure, Wildlife Crossings & Mitigation, ITS/CAV, Rural Barge Landing & Docks, Projects to enhance Tourism & Travel, Seasonal & Ice Roads, & Maintenance of lower classifications
- Sec. 11109 - **TAP** (Increased Funding) Pop. factor moves from 50-59%
- Sec. 11111 - **HSIP** (*Expanded Eligibility*) Includes 10% of funding may be used on non-infrastructure (SHSP); 15% directed to non-motorized users\*
- Sec. 11114 – **NHFP** (*Expanded Eligibility*) Includes modernization of Marine Highway Corridor (MHC) connected to NHFP and reduce emissions
- Sec. 11115 - **CMAQ** (*Expanded Eligibility*) Includes micro-mobility, medium/large zero-emission vehicles & charging devices, modernization of MHC
- Sec. 11118 – **Bridge Investment Program** (*New Program*) Directs funding towards the preservation, rehabilitation, and reconstruction of bridges

2

### 8 Apportioned Formula Programs (including 2 new)



3

### State Programs

#### Existing Programs

1. Community Transportation Program
2. Transportation Alternatives Program
3. Preservation & Maintenance
4. Alaska Highway System (AHS)

#### New Programs

1. Community Bridge Program
2. Resiliency & Coastal Protection Program
3. Rural Ports and Barge landings
4. Carbon Reduction Program
5. Sustainable Transportation Program
6. Ice Road or Seasonal road Maintenance

*Limited funds for these programs...*



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# Planning for the Future: Investment Strategy

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- **FFY2022 Q1 & Q2**
  - Held AHS & NHS "SOGR" Evaluation
  - Converted 'Advanced Construction'
- **FFY2022 Q3 & Q4**
  - Continue to apply for discretionary grants
  - Develop 12-Year Plan
  - Develop 23-26 draft STIP
- **FFY2023**
  - Hold CTP & TAP Evaluation Boards
  - Hold evaluations for expanded eligibilities
- **Future PEBs**
  - NHS Modernization and Expansion
  - AHS gravel SOGR
  - STBG sub-eligibilities




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# Cooperative Partnerships

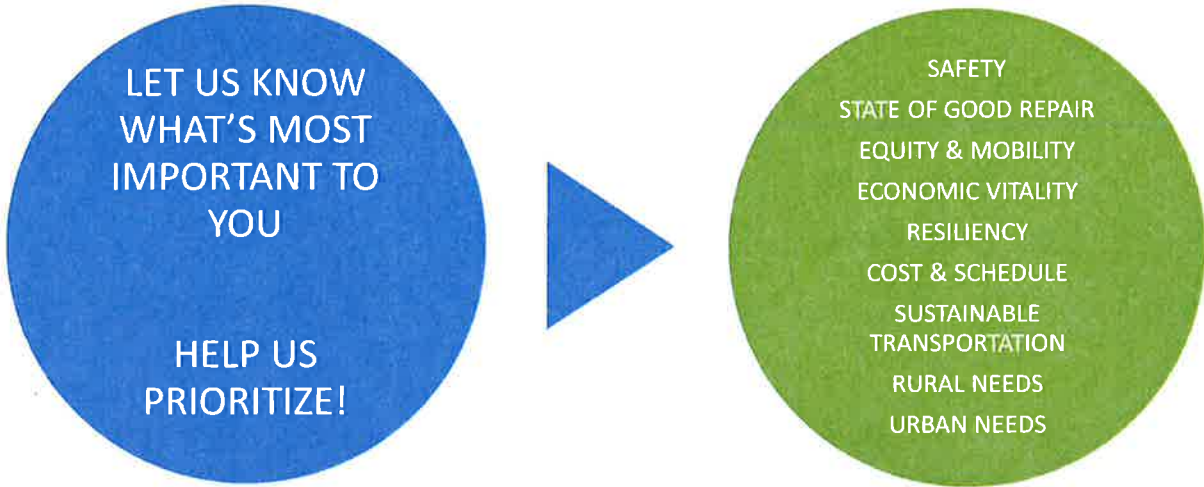
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- DOT and AML have signed a MOU to work together on discretionary grant nominations and triage
- DOT is putting together a grants clearinghouse that will offer "one stop shopping" for program nominations and discretionary grants
  - Will also document grants applied for
- [Akfederalfunding.org](https://www.akfederalfunding.org) is currently open and provides an interim landing point for project needs



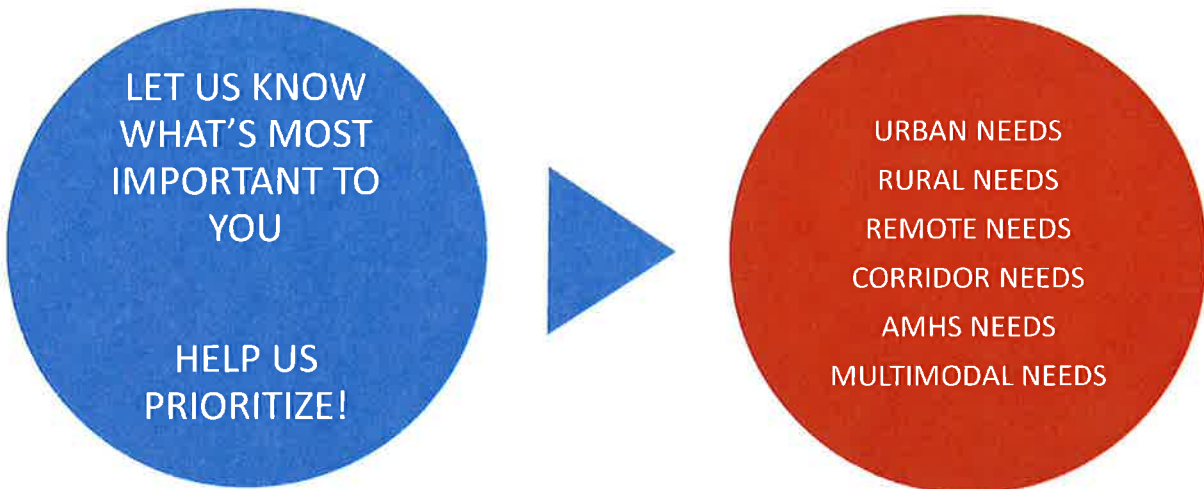
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## DISCUSSION: Transportation Priorities



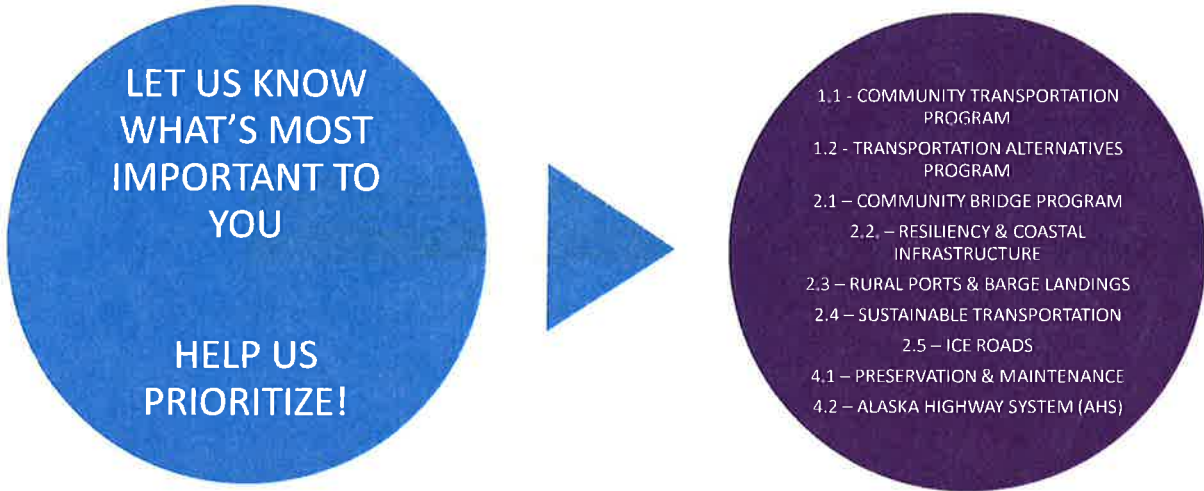
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## DISCUSSION: Area Priorities



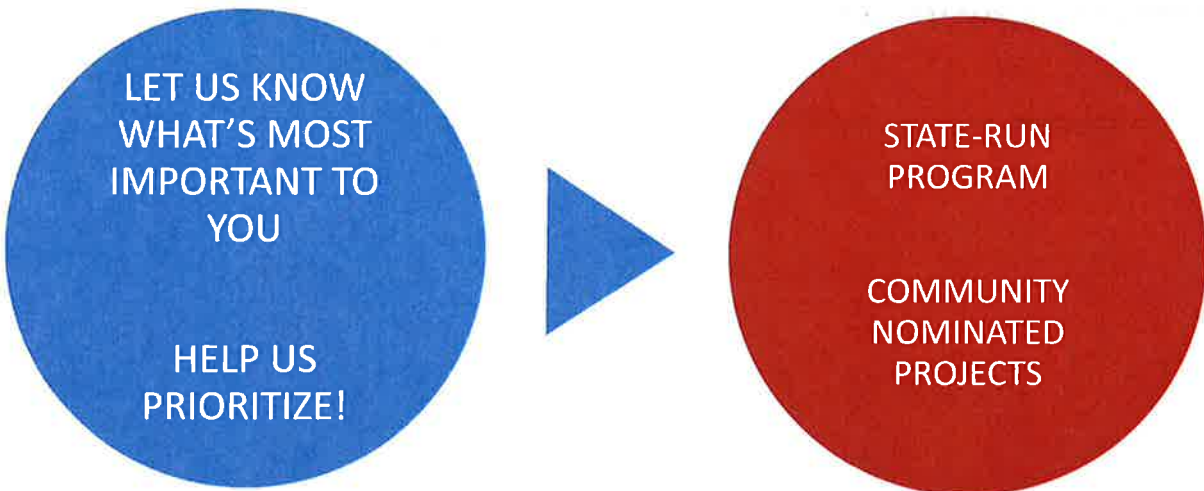
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## DISCUSSION: Funding Program Priorities



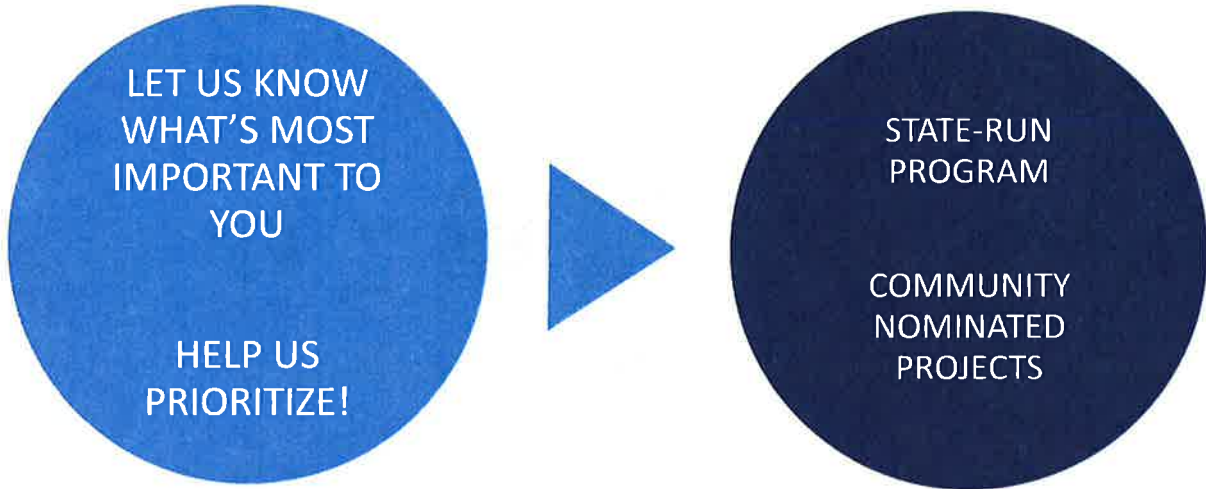
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## DISCUSSION: Carbon Reduction Program



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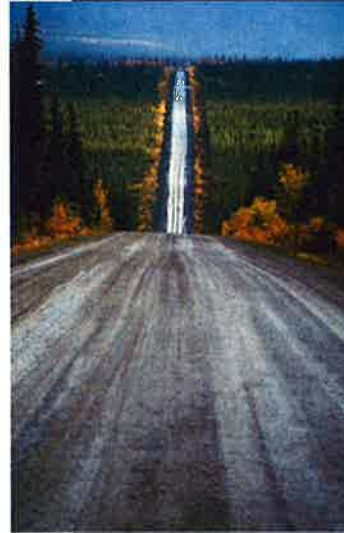
## DISCUSSION: PROTECT Program



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## Strategic Investment Decisions discussion

- What is the right level of distribution among regulatory programs?
  - **CURRENTLY:** NHS @ 48% CTP @ 38% AHS @ 8% TRAAK @ 2%
- What is the right level of distribution among project categories?
- In steady state how many new starts should be programmed each year as a percent of total program? OR How much program is reserved that satisfies efficient project delivery?
- What is the minimum level of over-programming necessary to deliver the program?



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## Goal: Regular DOT&PF project evaluation cycles: *Creating Cycles, Building Trust*

	CY2022		CY2023				CY2024				CY2025				CY2026					
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
1.1 - Community Transportation Program (CTP)	NOIA	CFP	137												145					
1.2 - Transportation Alternatives Program (TAP)	NOIA	CFP	30												33					
2.1 - Community Bridge Program	NOIA	CFP	54												58					
2.2 - Resiliency & Coastal Protection Program		NOIA	CFP	32				NOIA		CFP	34						NOIA			
2.3 - Rural Ports & Barge-landings Program			NOIA	CFP	27				NOIA		CFP	29								
2.4 - Sustainable Energy Transportation Program				NOIA	CFP	27				NOIA		CFP	29							
2.5 - Ice & Seasonal Roads Program	NOIA	CFP	2		NOIA	CFP	2		NOIA	CFP	2		NOIA	CFP	2		NOIA	CFP		
<b>Total</b>	0	0	223	32	27	27	2	0	0	0	2	34	29	29	238	0	0	0		

Does not include calls for STBG sub-eligibilities

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## ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES COMMUNITY TRANSPORTATION PROGRAM

The Community Transportation Program (CTP) is a surface transportation programs administered by the Alaska Department of Transportation & Public Facilities (DOT&PF). The CTP is one of several important programs that solicits community input and project sponsorship. Development of CTP projects includes identifying needs through public outreach and involvement, evaluating and scoring eligible projects by a board, and prioritizing and selecting. Once projects are awarded, the next steps are planning and programming, environmental analysis, design, right of way (ROW), appraisal and acquisition, funding, construction, and financial close out.

### CTP OBJECTIVES & EVALUATION CRITERIA

The CTP program was established to provide funding for projects that serve local community transportation needs. The projects are generally, but not always, surface transportation projects, which means they are for community and local road and bridge projects. The objectives of the program are also found in the project selection criteria. These criteria are meant to evaluate and identify needed community projects that meet the objectives of the program. Projects that are in a rural or urban area have different objectives and criteria than projects in remote areas.

#### RURAL & URBAN STREETS PROJECT CRITERIA

- Economic benefits to the community Health and quality of life
- Safety of the traveling public
- Improves connections between modes
- Environmental approval readiness
- System reliability and preservation
- Deficient bridges
- Contribution of funds towards project cost
- Cost effectiveness of the project
- Functional classification of the roadway
- Degree of public support

#### REMOTE STREETS PROJECT CRITERIA EXAMPLES

Remote project criteria is the same as Rural and Urban criteria, but also includes:

- Improves access to key resources and facilities
- Joint project with a tribal, state, or federal agencies



Juneau, Riverside Drive Rehabilitation/  
Widening 2010 CTP Project

## CTP ELIGIBLE PROJECTS

The federal program used to fund the CTP is called the Surface Transportation Block Grant (STBG). Eligible projects in the CTP are surface transportation projects that are not on either the National Highway System (NHS), or the Alaska Highway System (AHS). Projects do not have to be locally owned but do have to be of local or regional significance, usually demonstrated with public support in the way of an assembly or community resolution. Projects in the CTP include, but are not limited to those that:

- maintain or improve existing surface transportation facilities
- maintain, improve, or make new transportation facilities that connect to important resources or connect communities
- include intermodal projects that connect different types of transportation, transit facility with road
- enhance travel and tourism
- reduce wildlife-vehicle collisions, that includes wildlife crossings
- improve air quality
- install electric vehicle (EV) charging stations
- include rural barge landings, docks and waterfront infrastructure

Projects **not** eligible under the Surface Transportation CTP include, but are not limited to:

- vertical facility and building projects
- urban ports, harbors, or barge landing projects
- projects for facilities on the NHS or AHS
- projects on federally owned lands
- transit projects-purchase of buses, bus stations, etc.
- Intelligent Transportation Systems (ITS)

## CTP ELIGIBLE SPONSORS

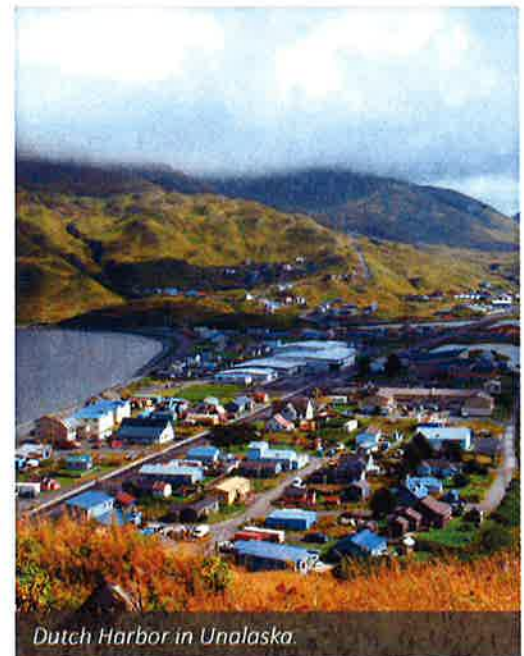
Eligible entities that may sponsor CTP projects include:

- Local or community government
- Other political sub-divisions of the State
- Tribal entities
- Alaska DOT&PF or other agency

## WHEN DOES THE CTP BEGIN?

Alaska DOT&PF will announce the upcoming CTP in **April 2022** and will release an initial schedule of milestones, draft criteria, and examples of projects. Plenty of time will be allowed for communities to prepare and coordinate with Alaska DOT&PF Regional Planners before the Call for Projects scheduled in the Fall 2022.

To sign up for announcements, visit the Alaska DOT&PF webpage at [dot.alaska.gov](http://dot.alaska.gov) and select:





## ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

# TRANSPORTATION ALTERNATIVE PROGRAM

The Transportation Alternative Program (TAP) is a surface transportation program administered by the Alaska Department of Transportation & Public Facilities (DOT&PF). The TAP is one of several important programs that solicits community input and project sponsorship. The federal program used to fund the TAP is a set-aside of Surface Transportation Block Grant (STBG) program funding for Transportation Alternatives (TA), or TAP funds. Development of TAP projects includes identifying needs through public outreach and involvement, evaluating and scoring eligible projects by a board, and prioritizing and selecting. Once projects are awarded, the next steps are planning and programming, environmental analysis, design, right of way (ROW), appraisal and acquisition, funding, construction, and financial close out.

## TAP OBJECTIVES & EVALUATION CRITERIA

The TAP program was established to provide funding for projects encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, Safe Routes to School projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. The objectives of the program are also found in the project selection criteria. The criteria are meant to evaluate and identify needed community projects that meet the objectives of the program.

### PROJECT CRITERIA

- Health and quality of life
- Safety of the traveling public
- Contribution to fund capital costs
- Degree of public support
- Project bridges gap or removes barrier
- Project is tied to an event or activity
- Intrinsic qualities such as scenic, historic, cultural, etc.
- Stabilization or renovation of a historic transportation facility
- Cost effectiveness of the project
- Capital cost or project complexity
- Other factors such as innovation or unique benefits



Juneau, Windfall Lake Bridge  
2018-2019 TAP Nomination cycle

## TAP ELIGIBLE PROJECTS

Projects do not have to be locally owned but do have to be of local or regional significance, usually demonstrated with public support in the way of an assembly or community resolution. Eligible projects in the TAP are surface transportation projects that are on-road or off-road trail facilities for non-motorized use, traffic calming techniques, lighting and safety features, or projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).

Projects in the TAP include, but are not limited to:

- on-road and off-road facilities for pedestrians and bicyclists
- safe routes for non-drivers, i.e., Safe Routes to School
- convert abandoned railroad corridors for trails for non-motorized transportation users
- turnouts, overlooks and viewing areas
- historic preservation and rehabilitation
- environmental mitigation activities

Projects **not** eligible under the TAP, but may be eligible for Community Transportation Program funds (see CTP Fact Sheet), include:

- surface transportation improvements
- new transportation facilities that connect to important resources or connect communities
- intermodal connections, e.g., transit to air transport, transit to harbor
- projects to enhance travel and tourism
- wildlife-vehicle collision mitigation, e.g. wildlife crossings
- air quality improvements
- electric vehicle (EV) charging stations
- barge landings, docks and waterfront infrastructure

## TAP ELIGIBLE SPONSORS

Eligible entities that may sponsor TAP projects include:

- Local, Tribal, or community government
- Regional transportation authority
- Transit agency
- Natural resource or public land agency
- School district
- Non-profit entity

## WHEN DOES THE TAP BEGIN?

Alaska DOT&PF will announce the upcoming TAP in **April 2022** and will release an initial schedule of milestones, draft criteria, and examples of projects. Plenty of time will be allowed for communities to prepare and coordinate with Alaska DOT&PF Regional Planners before the Call for Projects scheduled in the Fall 2022.

To sign up for announcements, visit the Alaska DOT&PF webpage at [dot.alaska.gov](http://dot.alaska.gov) and select:



Subscribe to receive  
**NEWS & UPDATES**



# ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES TRANSPORTATION PLANS

## LEARN ABOUT ALASKA'S TRANSPORTATION PLANS

### Long Range Transportation Plan

[dot.alaska.gov/stwdplng/areaplans](http://dot.alaska.gov/stwdplng/areaplans)

### Area & Regional Plans

[dot.alaska.gov/stwdplng/areaplans/area\\_regional](http://dot.alaska.gov/stwdplng/areaplans/area_regional)

### Statewide Transportation Improvement Program

[dot.alaska.gov/stwdplng/cip/stip](http://dot.alaska.gov/stwdplng/cip/stip)

### Strategic Highway Safety Plan

[dot.alaska.gov/stwdplng/shsp](http://dot.alaska.gov/stwdplng/shsp)

### Highway Safety Plan

[dot.alaska.gov/stwdplng/shsp/assets/AKDOT\\_SHSP\\_2018\\_2022.pdf](http://dot.alaska.gov/stwdplng/shsp/assets/AKDOT_SHSP_2018_2022.pdf)

### Statewide Bicycle & Pedestrian Plan

[dot.alaska.gov/stwdplng/bikeped/](http://dot.alaska.gov/stwdplng/bikeped/)

### Alaska Aviation System Plan

[www.alaskaasp.com](http://www.alaskaasp.com)



*Bike lane on Douglas Island*



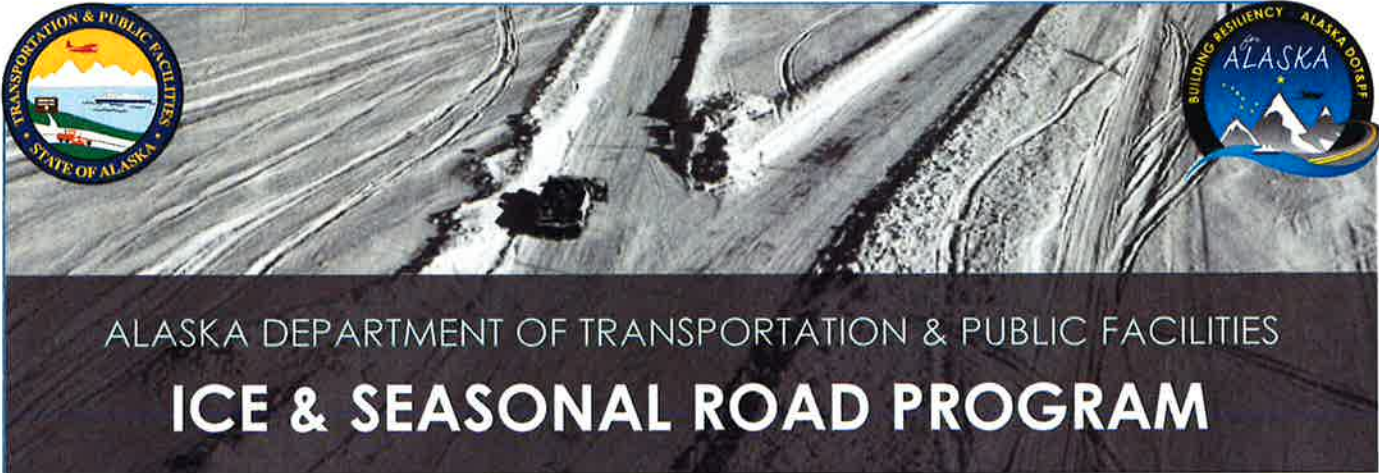
*Kotzebue Runway*

## SIGN UP FOR ANNOUNCEMENTS

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## ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES **ICE & SEASONAL ROAD PROGRAM**

The Ice & Seasonal Road Program provides \$2 Million in funding for maintaining ice and seasonal roads. Many remote communities and villages in Alaska are connected by ice and roads and trails that can only be used seasonally, such as when the ground is frozen. Residents routinely travel between communities for medical services, church, sporting events, funerals, weddings, cultural dancing events, and for employment. For many, winter is when Alaskans can travel to reach specific subsistence grounds.

### ICE & SEASONAL ROAD ELIGIBLE PROJECTS

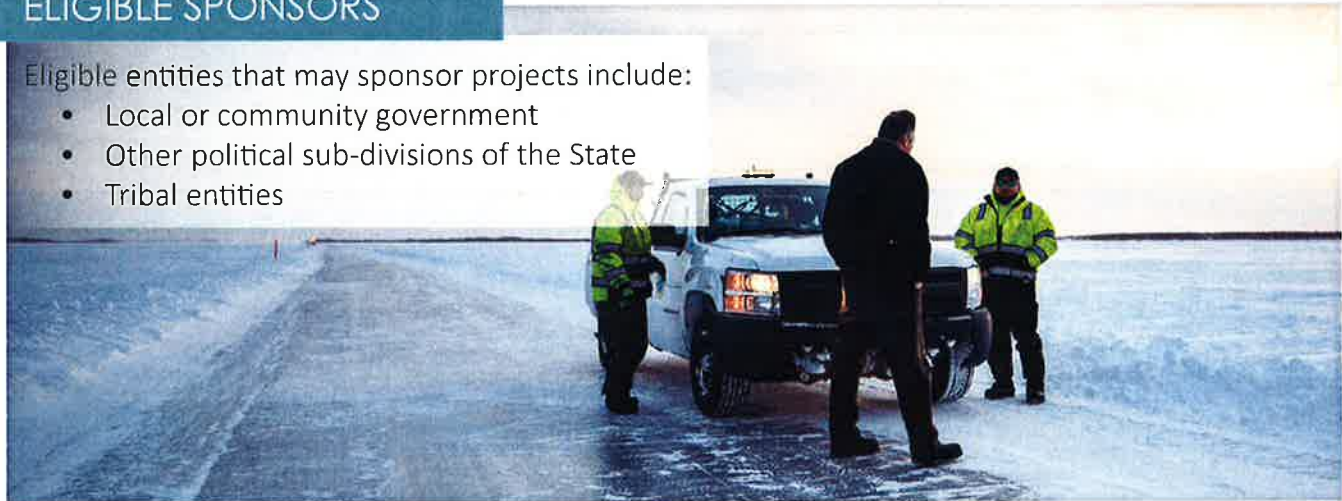
Under this program, eligible projects include:

- Ice road maintenance, i.e., plowing to knock down rough ice
- Seasonal road maintenance

### ELIGIBLE SPONSORS

Eligible entities that may sponsor projects include:

- Local or community government
- Other political sub-divisions of the State
- Tribal entities

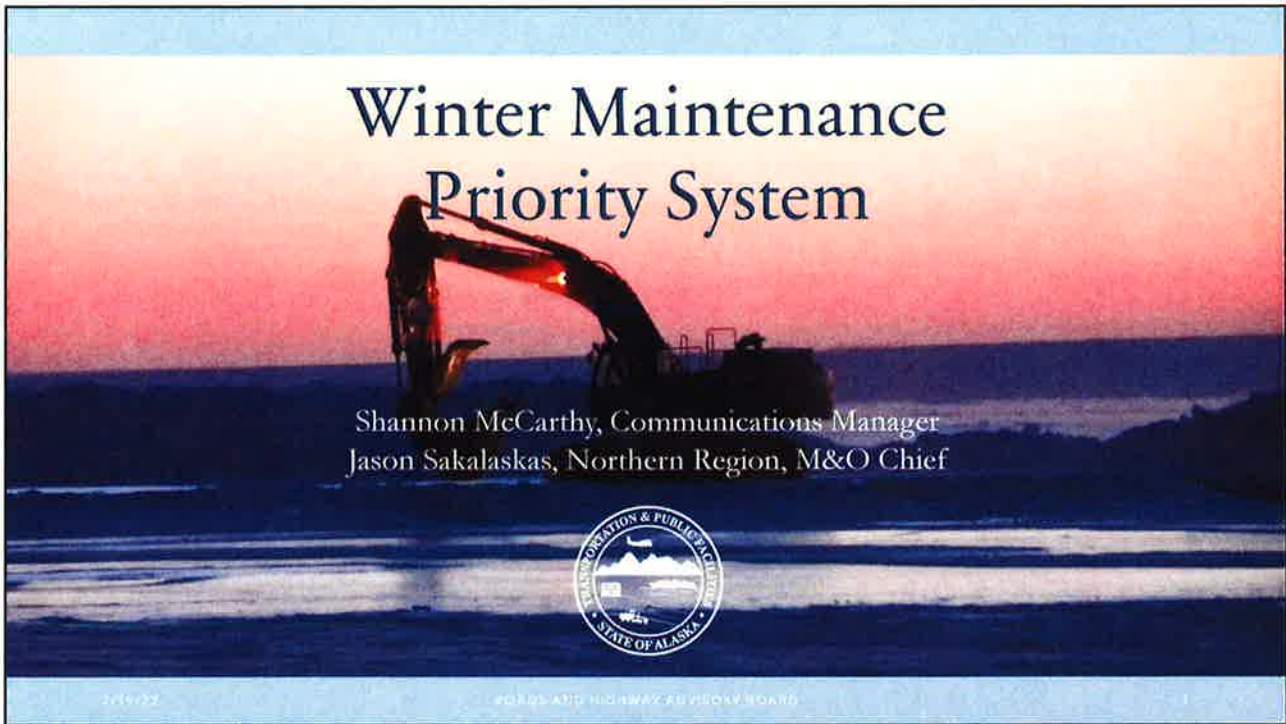


*Governor Mike Dunleavy with the Kuskokwim Ice Road Maintenance Crew*

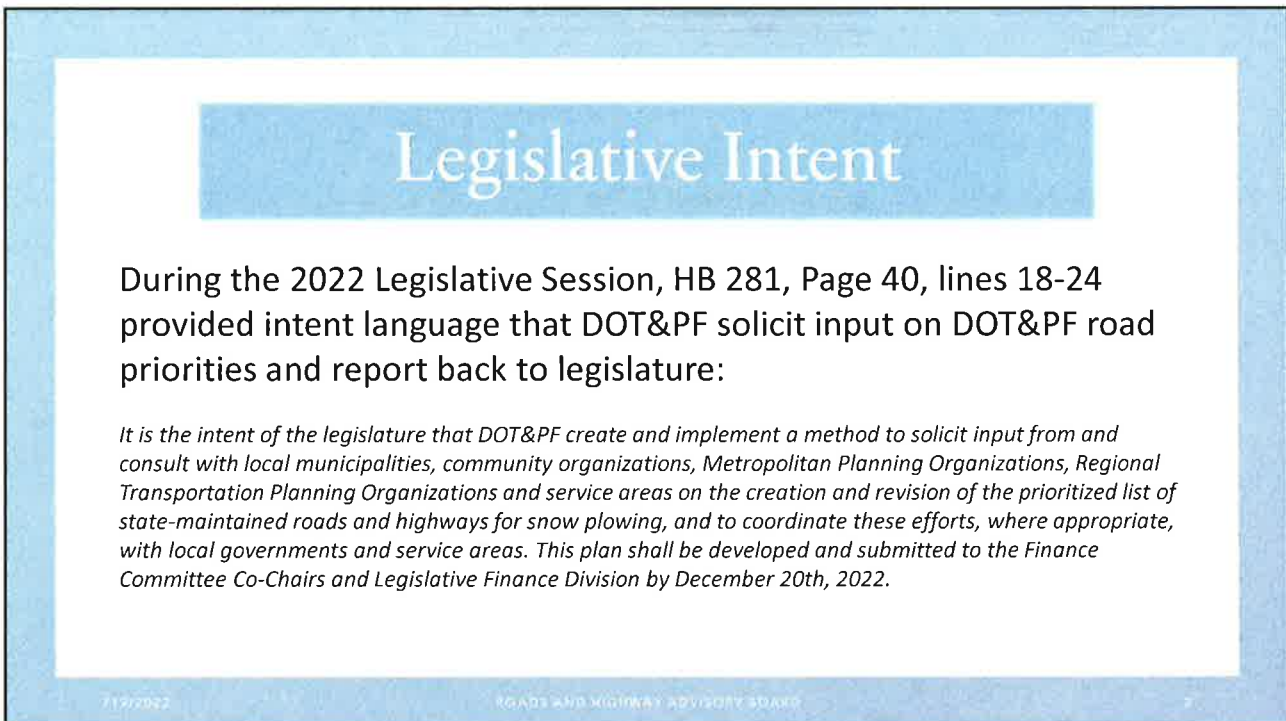
### HOW DO I GET STARTED?

Alaska DOT&PF is still developing this new program and will make an announcement with more details later this summer. To sign up for announcements, visit the Alaska DOT&PF webpage at [dot.alaska.gov](http://dot.alaska.gov) and select:





1



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### Why a priority system?

Focuses limited resources on most effective strategy to recover from winter events  
Tackle highest needs first; high volume roads, safety corridors, connections to critical infrastructure such as hospitals, airports, schools.  
Allows us to track our service level and response time  
Easily communicated with the public and what they can expect during winter events.

7/18/22 4

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### When was the priority system established?

Established in winter 2016/2017 in response to a significant budget reduction.

The Winter Road Maintenance Priority System helped us allocate limited resources and communicate that level of service to the public.



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# What makes something a higher priority?

The priority system is based on numerous factors, leading with:

- Average daily traffic
- Road classification
- Links between communities
- Access to critical infrastructure such as airports and hospitals.

### Winter Road Maintenance Priority Map

Use your mouse to zoom and drag to your preferred location on the map. Click on a roadway for more.

Winter Conditions Vary. Response times depend on the severity and length of each winter storm.

**PRIORITY LEVEL 1**  
 High-volume, high-speed highways, expressways, minor highways, all safety corridors and other major urban and community routes. May take up to 12 hours to clear after a winter storm.

**PRIORITY LEVEL 2**  
 Routes of lesser priority based on traffic volume, speeds and uses. Typically, these are major highways and arterials connecting communities. May take up to 16 hours to clear after a winter storm.

**PRIORITY LEVEL 3**

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# Who decides priorities?

The Regional Maintenance Chiefs determine regional priorities and performance targets. There are some highways that have to be carefully considered because they might not initially qualify as a higher priority—such as a road that has a high AADT on one end, but a low AADT on the other end or segment of highway that serves as an alternative route to a priority one highway (Glenn, Parks, Seward). This discussion and concurrence assist in making any final determinations.

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# Priority vs. Service

While the priority system is easy to communicate with the public, people care most about the level of service they receive. The priority system was created, in part, to communicate what level of service the public could expect after a significant budget reduction.



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## Are there exceptions to the response time?

Yes, Duration, Type, and Quantity of Precipitation during any winter event.

A multitude of additional factors can impact response time to a roadway including the proximity of the road to a maintenance station, how the storm affected the greater region, and availability of staff and equipment.

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# How do we improve the level of service?

The department continues to work to maintain and or improve level of service through:

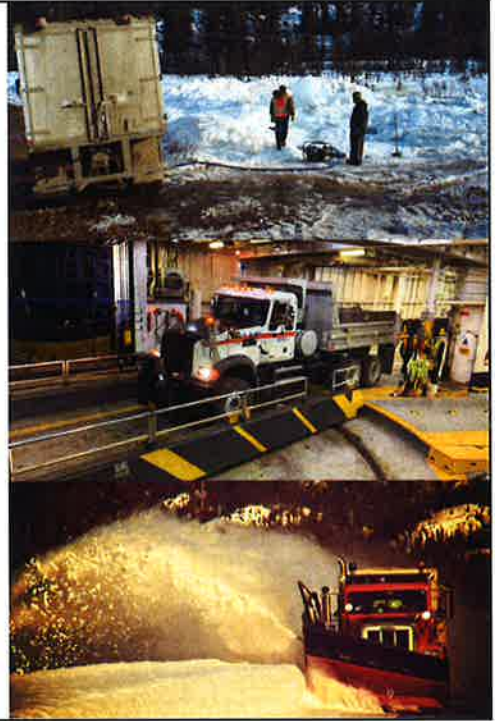
Building resilient infrastructure

Researching and implementing new or more efficient snow and ice control practices (weather forecasting system, application of brine),

Investing in equipment, which a single operator can clear snow more efficiently or effectively (toe plow, cutting edges and bits).

7/18/2022

ROADS AND HIGHWAY ADVISORY BOARD



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# Challenges?

Investment in new technologies and equipment remains difficult without additional investment

Higher vacancy rates

When positions can be filled we are seeing less experienced applicants requiring more training

Changing events types—more winter events with rain and frozen ground conditions

Infrastructure growth without operational increases, commodity and equipment cost increases.

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## What's next?

We published the priority levels and response time to the public in 2017, maintain a priority map website, and annually republish the information on social media.

We respond to public and legislative requests on the priority levels during winter storm responses.

We're taking the next step of publishing our decision-making process on how we set priority levels, response times, and are opening a formal public comment period.

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# Thank you

Shannon McCarthy:  
Shannon.mccarthy@alaska.gov

Jason Sakalaskas:  
Jason.Sakalaskas@alaska.gov

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## Winter Road Maintenance Priorities – Roads and Highways Advisory Board

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### **Overview:**

The Alaska DOT&PF utilizes a winter road maintenance priority system to allocate resources during winter storm events. DOT&PF road responsibilities are broken into four priority levels based on a set criteria to address fleet response times.

**Priority level 1** is for high-volume, high-speed highways, expressways, minor highways, all safety corridors and other major urban and community routes. *May take up to 12 hours to clear after a winter storm.*

**Priority level 2** is for routes of lesser priority based on traffic volume, speeds and uses. Typically, these are major highways and arterials connecting communities. *May take up to 18 hours to clear after a winter storm.*

**Priority level 3** is for major local roads or collector roads located in larger urban communities. *May take up to 24 hours to clear after a winter storm.*

**Priority level 4** is for minor local roads that provide residential or recreational access. *May take up to 30 hours to clear after a winter storm.*

**Priority level 5** is for roadways that are designated as “No Winter Maintenance” routes, e.g. Denali Highway or Taylor Highway. *Generally cleared only in spring to open road for summer traffic.*

The map describing the Alaska DOT&PF road winter maintenance priorities is on-line here: <https://dot.alaska.gov/stwdmno/wintermap/>

### **Legislative ask:**

During the 2022 Legislative Session, HB 281, Page 40, lines 18-24 provided intent language that DOT&PF solicit input on DOT&PF road priorities and report back to legislature:

*It is the intent of the legislature that DOT&PF create and implement a method to solicit input from and consult with local municipalities, community organizations, Metropolitan Planning Organizations, Regional Transportation Planning Organizations and service areas on the creation and revision of the prioritized list of state-maintained roads and highways for snow plowing, and to coordinate these efforts, where appropriate, with local governments and service areas. This plan shall be developed and submitted to the Finance Committee Co-Chairs and Legislative Finance Division by December 20th, 2022.*

## Legislative References – Roads and Highways Advisory Board

In the FY23 Enacted Operating Budget there are two items for the boards attention.

### **\$100K UGF for Abandoned Vehicle Removal (REFERENCE: [see page page 44](#))**

This \$100k helps DOT&PF fund the removal of vehicles from state roads and ROWs. Several years ago, this funding was no appropriated which made removal of abandoned vehicles subject to available funds from our M&O H&A (normal maintenance funds that would otherwise be used for road maintenance). Having these funds available again allows for expedited and consistent removal of abandoned vehicles which create both a safety hazard and a public nuisance draw for other undesirably activities (looting, arson, dumping, etc).

**2022 Legislature - Operating Budget  
Transaction Change Detail - Conf Comm Structure**

**Agency: Department of Transportation and Public Facilities**

**Numbers and Language**

**Appropriation: Highways, Aviation and Facilities  
Allocation: Abandoned Vehicle Removal**

Transaction Title	Trans Type	Total Expenditure	Personal Services	Travel	Services	Commodities	Capital Outlay	Grants	Misc	PFT	PPT	THP
* * * Changes From Gov Amended Plus to Final 23 Enacted * * *												
Establish New Allocation for Abandoned Vehicle Removal	Struct	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0
Abandoned Vehicle Removal Funding 1004 Gen Fund (UGF)	Inc	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0	0	0
<b>Final 23 Enacted Total</b>		<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### **Legislative Intent Language – Solicit Input for Road Prioritization Method and Listing (Reference: [see page 3](#))**

The following intent language was included in the operating budget (with no associated funding). The department plans to engage with the named groups through surveys and other input activities normally conducted through stakeholder engagement and regional planning.

*It is the intent of the legislature that DOT&PF create and implement a method to solicit input B from and consult with local municipalities, community organizations, Metropolitan Planning Organizations, Regional Transportation Planning Organizations and service areas on the creation and revision of the prioritized list of state-maintained roads and highways for snow plowing, and to coordinate these efforts, where appropriate, with local governments and service areas. This plan shall be developed and submitted to the Finance Committee Co-Chairs and Legislative Finance Division by December 20th, 2022.*