



70th Annual Local Government Conference
November 9-20, 2020

Local Control of Federally Funded Transportation Projects

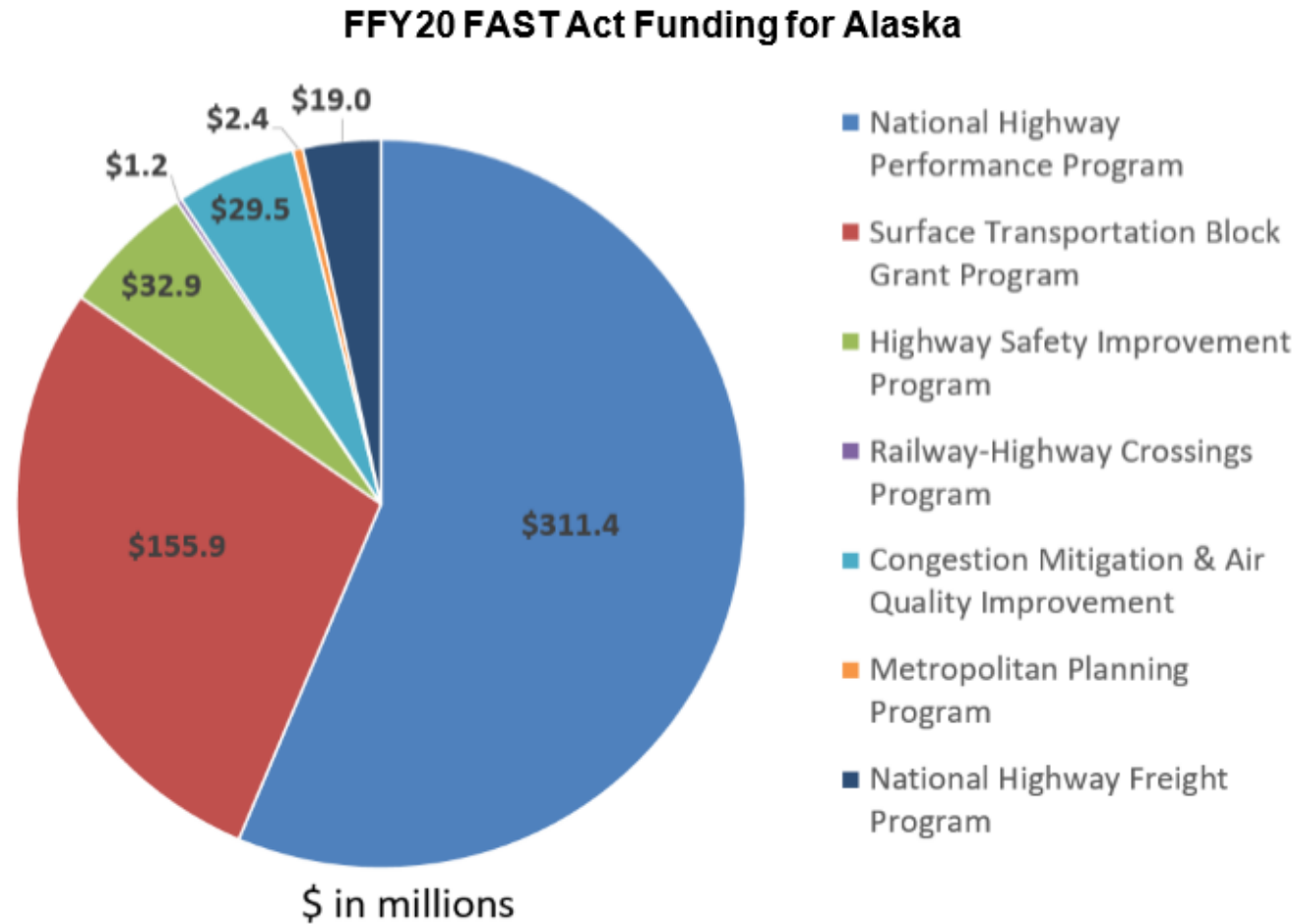
Judy Chapman, ADOT&PF, Planning Chief, Fairbanks Field Office

Overview

- Federal Funding – Alaska Apportionments
 - Stewardship & Oversight of Federal Funding (Title 23)
- Partnerships around projects
 - Planning Projects
 - Community Projects
 - Tribal Projects
 - Agency Projects
- Partnering through Communications, Coordination, and Discussions
 - Metropolitan Planning Organizations
 - Interior Tribal Coordination Meetings

FEDERAL FUNDING APPORTIONMENTS FOR ALASKA

Surface transportation



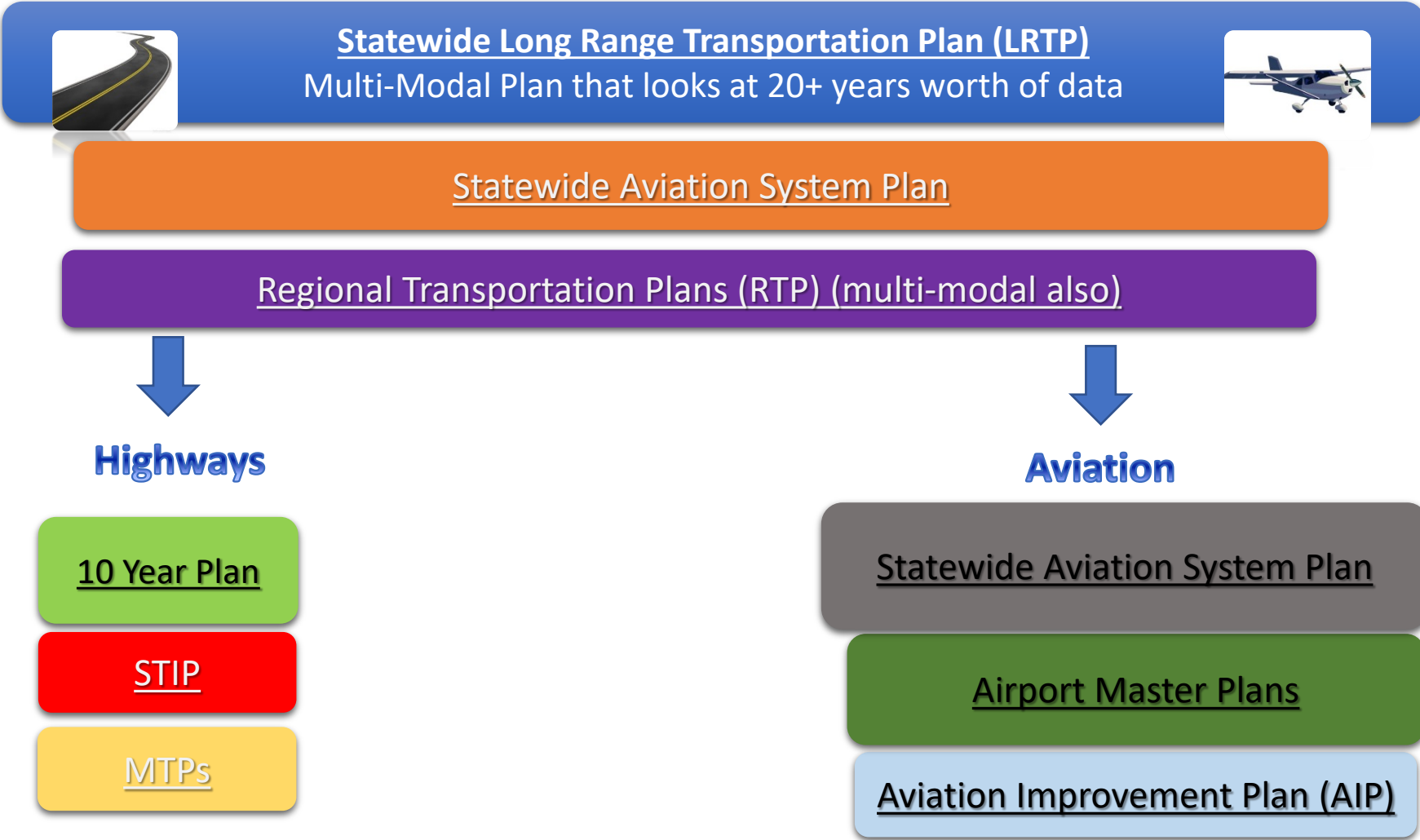
Stewardship & Oversight

In enacting 23 USC 106 (c), Congress recognized the need to give the States more authority to carry out project responsibility traditionally handled by the Federal Highway Administration

The Stewardship and Oversight Agreement is the agreement between the FHWA Alaska Division and the Alaska Department of Transportation regarding the roles and responsibilities of each agency with respect to Title 23 project approvals, related responsibilities, and Federal-aid Highway Program oversight activities



DOT&PF Transportation Plans



Community Transportation Program Projects

Region	Project Name	PEB Score	Criteria Set
CR	Seldon Road Extension Phase II	152.1	Urban/Rural
CR	Akakeek, Ptarmiagan, and DeLapp Street - Heavy Use Road Improvements	147.7	Remote
CR	Hemmer Road Upgrade Extension North to Bogard Road	140.3	Urban/Rural
NR	Fort Yukon Road Improvements and ROW Safety	138.8	Remote
CR	Redoubt Avenue and Smith Way Rehabilitation	135.5	Urban/Rural
NR	Cordova Second Street Upgrades	131.8	Remote
CR	South Trunk Road (Nelson Road) Improvements	128.8	Urban/Rural
NR	Kiana Community-Wide Drainage Improvements	128.7	Remote
NR	Healy Spur Road	124.2	Urban/Rural
NR	Nome Front Street Resurfacing and Rehabilitation	124	Remote
NR	Ruby Slough Road Phase II Final Design and Construction	120.8	Remote
SR	Kodiak Otmeloi Way Reconstruction	119.8	Urban/Rural
CR	Hermon Road Upgrade and Extension	118.7	Urban/Rural

Last CTP Project Evaluation Board Meeting – January 2020
 Next CTP nomination period: 2022
 More information: DOT website or google “Alaska DOT CTP”

Urban and Rural Projects Criteria				
	Scoring Criteria			
Standards	(5)	(3)	(0)	(-3)
1. Economic benefits if not new mode or facility. Weighting: 1	Endorsed in an economic development plan by a public entity and provides new direct access to a community resource.	Identified in an economic development plan by a public entity; or provides new or improved access to an important community resource.	Supports minimal, speculative, or temporary economic opportunities; or benefits or provides non-crucial benefit to existing economic activity.	N/A
<i>Economic benefits analysis in 1 shall not consider benefits due to project construction.</i>				
2. Health and quality of life (for example air and water quality, neighborhood continuity, access to basic necessities) Weighting: 2	This project provides a measureable significant contribution to improved health or quality of life; or reduces or removes a significant existing negative factor.	This project provides a moderate contribution to improved health or quality of life; or reduces or removes an existing negative factor.	Project will have no effect either positive or negative on quality of life issues.	This project provides a significant degradation to health or quality of life.

Urban and Rural Projects Criteria				
	Scoring Criteria			
Standards	(5)	(3)	(0)	(-3)
3. Safety. Meets goals or strategies listed in the Alaska Strategic Highway Safety Plan (SHSP). 5 Year Safety Historical Concentrations Weighting: 5	Proposes mitigation which is recognized in practice to address safety issues for a route that qualifies based on: A) severe crashes on a segment or intersection with a 5-year crash rate exceeding the statewide average; B) a long term pattern of fatal or major (incapacitating) injury accidents; C) a documented high accident potential or risk between a major non-motorized use facility and vehicular traffic; or D) HSIP* costs/mile of project length within top 15% concentration of all crash sites based on HSIP costs.	Proposes mitigation which is recognized in practice to address safety issues for a route that qualifies based on: A) A minor injury or property damage crashes on a segment or intersection with a 5-year crash rate exceeding the statewide average; or B) Anecdotal evidence of traffic conflicts between non-motorized users and vehicular traffic; or C) HSIP costs/mile of project length within top 25% of concentration of all crash sites based on HSIP costs.	No mitigation is demonstrated to address a crash problem or potential in other categories: A) crashes on the project's segments or intersections have a crash rate below the statewide average. B) Historical crash patterns identified are less than 3 or more crashes per year. C) No demonstrated traffic conflicts between non-motorized users and vehicular traffic. D) HSIP costs/mile of project length is above average concentration of all crash sites based on HSIP costs.	Proposes features which are recognized in practice to worsen highway safety such as a project that: A) would be contrary to a strategy of the SHSP in a significant manner; or B) Proposes other work that is viewed as contrary to producing a safer roadway environment for motorized or non-motorized users.
<small>Minimum latest available 10 year record. When using anecdotal crash information from first hand (EMS, Fire, Police, M&O - on-scene responsibility) = maximum score is 4 points. When using anecdotal safety information from second-hand sources (not on-scene responsibility) or data not recognized in practice = maximum score 2 points. *Highway Safety Improvement Program (HSIP)</small>				
4. Improves intermodal transportation or lessens redundant facilities. Weighting: 2	Would clearly reduce the need for capital investment or significantly reduce operating costs in another mode or on an adjacent facility; or significantly improves the connection between modes for travelers or freight.	May reduce the need for capital investments and /or result in a reduction in operating costs in another mode or on an adjacent facility; or would moderately improve the connection between modes for travelers or freight.	Does not impact other mode or adjacent facility requirements.	Will increase demand on another mode or facility requiring additional capital expenditure; or a new increase in operating cost.

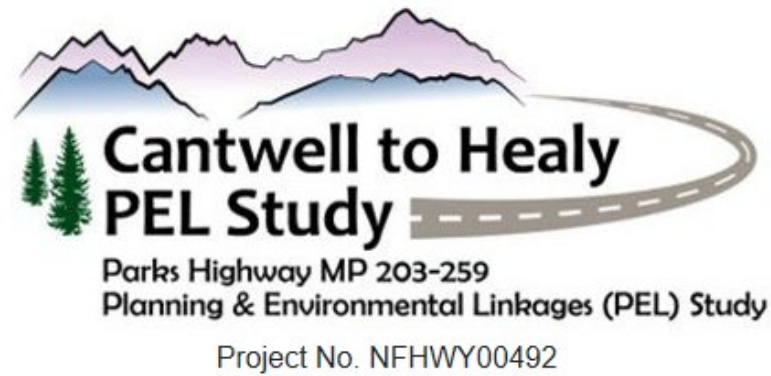
Sampling of CTP criteria – 2020

- Typically due to Stewardship/Oversight DOT&PF develops these projects
- Transfers to Tribes determined to be in the State's best interest are allowed

PARTNERSHIP



- Transportation Planning Projects
- Community Transportation Projects
- Tribal Transportation Projects
- Coordination, Conversations, & Discussions



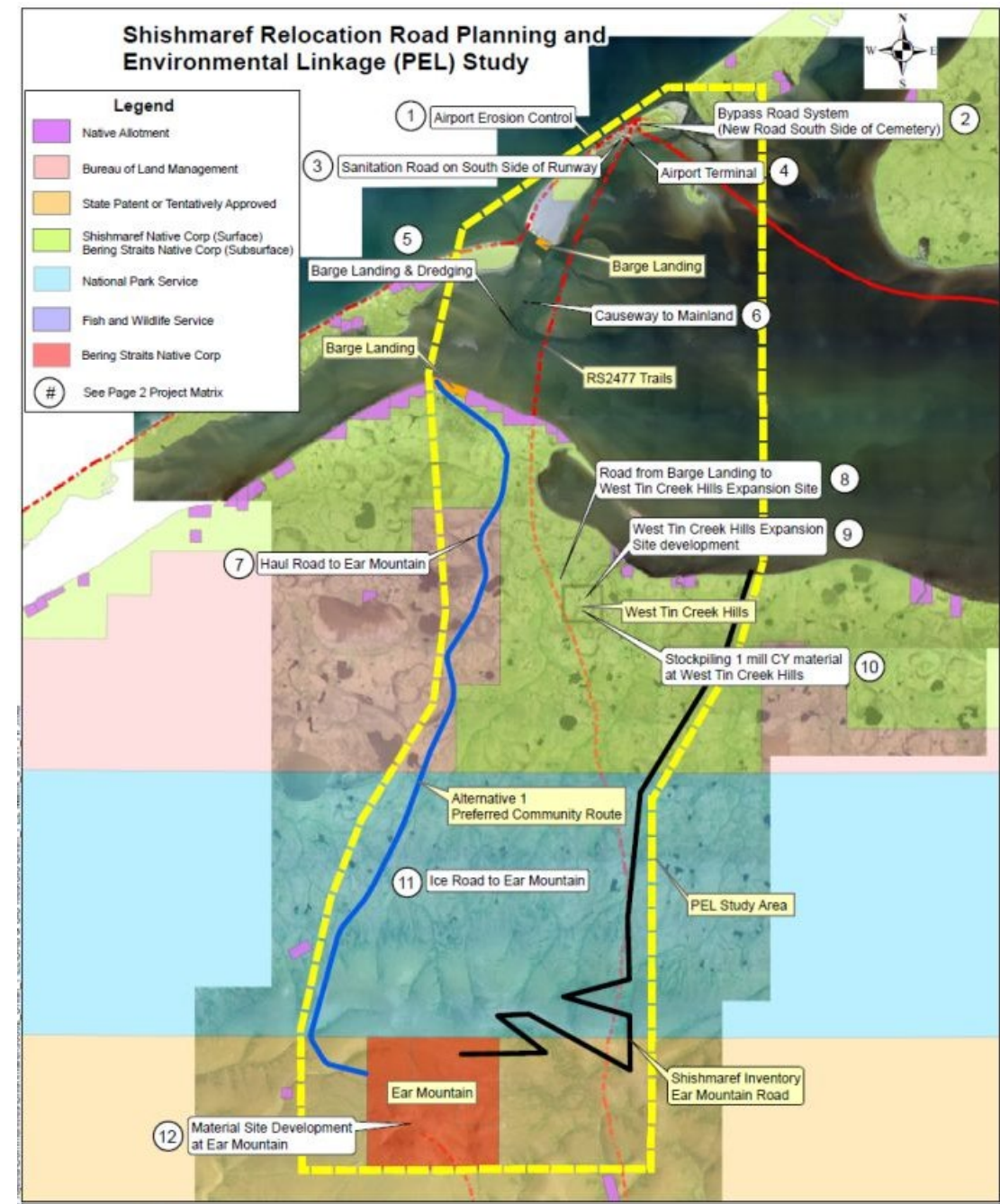
- Partners:
 - Federal Highway Administration (FHWA)
 - Western Federal Lands (WFL)
 - National Park Service (NPS)
 - Denali Borough
 - Department of Transportation and Public Facilities
- Scope: Conduct a Planning and Environmental Linkages (PEL) study that will look at current and future conditions and needs of transportation and access facilities along the Parks Highway corridor as it relates to the users and communities in the areas between Cantwell and Healy.

Shishmaref Relocation Road Planning and Environmental Linkages (PEL) Study - NFHWY00352

Partners:

- Federal Highway Administration
- HDR
- Kawerak
- OHA
- City of Shishmaref
- DOT&PF

Scope: The Shishmaref PEL will serve as a mechanism to pursue funding for identified project needs and alternatives on Sarichef Island, as well as project needs that support community expansion. The PEL will identify obstacles impeding sustainable community infrastructure, such as locally available material necessary for construction and maintenance of that infrastructure.



COMMUNITY PARTNERING: Cordova: Whitshed Road and Pedestrian Improvements



Partners:

- City of Cordova
- Native Village of Eyak
- Federal Highway Administration
- DOT&PF

Scope: Provide pedestrian accommodations along Whitshed Road between the Copper River Highway and Orca Inlet intersections.

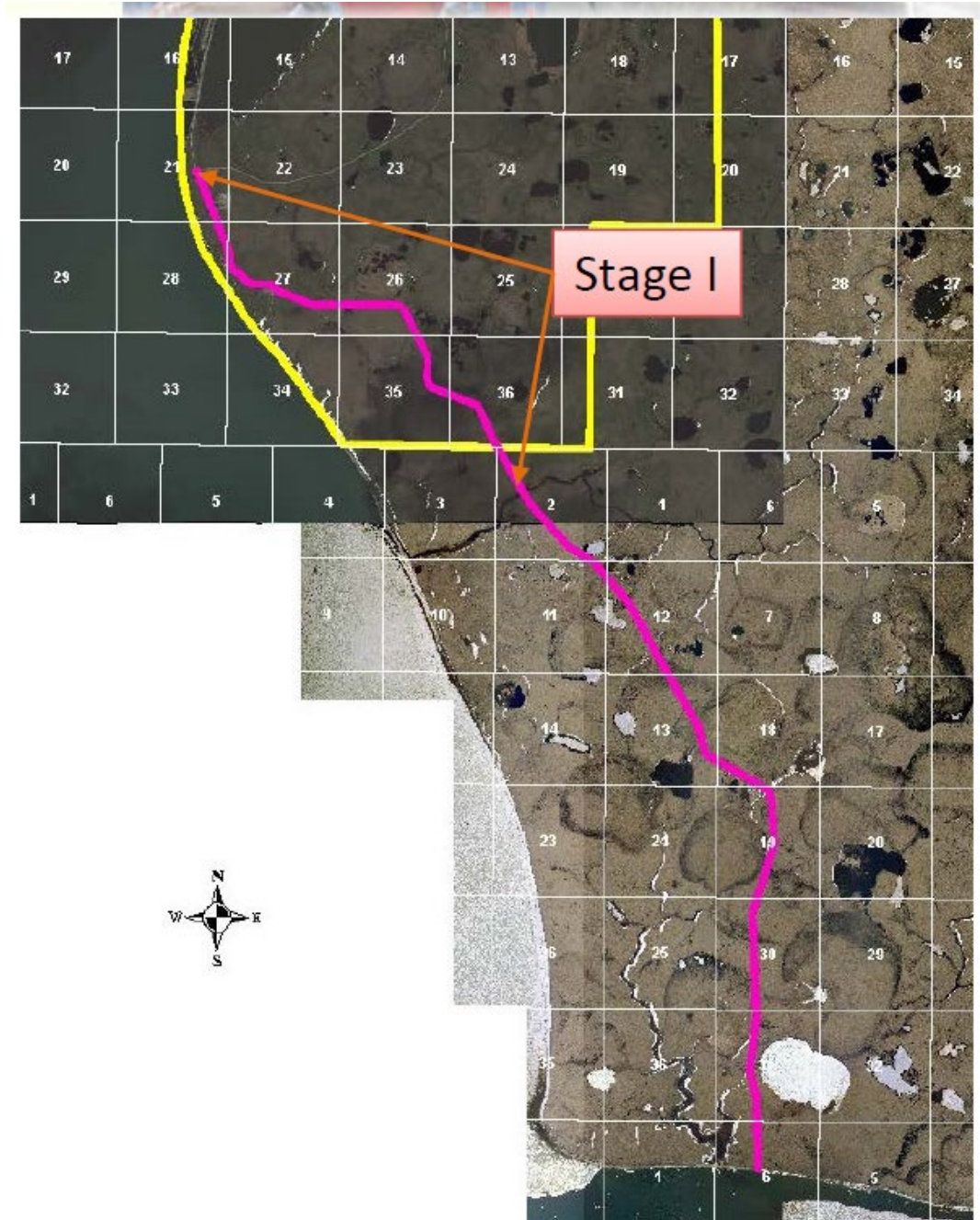
This project was nominated through the DOT&PF Community Transportation Program by the City of Cordova and the Native Village of Eyak.

Cape Blossom Road – Stage 1

Partners:

- City of Kotzebue
- Northwest Arctic Borough
- KIC
- Federal Highway Administration
- DOT&PF

Scope: Construct a 4.6 mile road from the intersection of Air Force Road and Ted Steven’s Way, to Sadie Creek.
(Reconstruct 1.6 miles of existing road and construct 3.0 miles of new road.)



Tribal Partnerships - 202(a)(9) Transfers



Section 202(a)(9) of title 23, United States Code encourages cooperation between States and Tribes by allowing any funds received from a State, county, or local government to be credited to appropriations available for the Tribal Transportation Program (TTP).

Examples include:

Barrow Arctic Research Center Road

Tanana Dust Control earmark

Russian Mission lighting

Shepard Point Road, etc.

Agency Partnerships



Partnering: Communications, Coordination, and Discussions

- Metropolitan Planning Organizations – FAST Planning, AMATS
 - Planning Efforts
 - Project Development
 - Community Involvement
- Interior Tribal Monthly Meetings
 - Planning Efforts
 - Needs Identification
 - Project Development
 - Tribal Involvement
- Federal Land Managers

Partnerships with Non-Profits



Copper River Watershed Group -Cordova
Tanana Valley Watershed Group - Fairbanks
– culvert partnerships

LAST ITEM OF INTEREST:

Please register for GovDelivery to get the most current information of what is happening with DOT&PF

