Our mission is to *Keep Alaska Moving* through service and infrastructure.
AGENDA

1) Retrospective
   • Infrastructure Investment and Jobs Act (IIJA): Year 1
   • Lessons Learned

2) Planning
   • Family of Plans
   • Family of Programs

3) Deployment
   • New State Funding Programs
   • Strategic Partners
   • Community-driven Planning
   • Regional Planning Organizations

Agile-Planning
RETROSPECTIVE
### FEDERAL FUNDING OVERVIEW

<table>
<thead>
<tr>
<th>Program Examples</th>
<th>State</th>
<th>MPO</th>
<th>Local</th>
<th>Tribe</th>
<th>PA*</th>
<th>Territory</th>
<th>FLMA*</th>
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</tbody>
</table>

*MPO – Metropolitan Planning Organization*

*PA* - Special purpose district or public authority with transportation function

*FLMA* - Federal Land Management Agency
EIGHT APPORTIONED PROGRAMS

Over this **five-year period** ~32% more overall; distributions vary by program

DEFINITIONS
National Highways Performance Program (NHPP)
Surface Transportation Block Grant (STBG)
Highways Safety Improvement Program (HSIP)

Congestion Mitigation & Air Quality (CMAQ)
Metropolitan Planning Funds (PL)
National Highways Freight Program (NHFP)
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)
**ALASKA’S SHARE**

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Federal Highways</th>
<th>Relief Funding</th>
<th>Federal Aviation</th>
<th>Federal Transit</th>
<th>Total</th>
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<tr>
<td></td>
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<td>Allocations</td>
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<td>2019</td>
<td>$526,269,793</td>
<td>$87,364,461</td>
<td>$166,000,000</td>
<td>$13,493,968</td>
<td>$793,128,222</td>
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<td>2020</td>
<td>$544,386,280</td>
<td>$52,008,236</td>
<td>$222,200,000</td>
<td>$13,654,331</td>
<td>$832,248,847</td>
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<tr>
<td>2021</td>
<td>$543,009,285</td>
<td>$46,434,890</td>
<td>$124,402,044</td>
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<tr>
<td>2022</td>
<td>$619,147,829</td>
<td>$172,669,691</td>
<td>$227,500,000</td>
<td>$16,486,340</td>
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<tr>
<td>2023*</td>
<td>$669,036,764</td>
<td><strong>$169,509,538</strong></td>
<td><strong>$232,500,000</strong></td>
<td>$16,747,556</td>
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<td>10 Year Total</td>
<td>$5,341,913,925</td>
<td>$611,858,895</td>
<td>$124,402,044</td>
<td>$1,974,900,000</td>
<td>$127,606,344</td>
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*Additional revenue anticipated from discretionary grant awards in 2023

**Projected; Awaiting full year funding to be provided, post omnibus approval
## FEDERAL FORMULA PROGRAMS (in millions)

<table>
<thead>
<tr>
<th>Program</th>
<th>FAST FY22-FFY26 (inflation adj. est.)</th>
<th>IIJA FY22-FFY26 (expected)</th>
<th>FAST vs. IIJA 5 Year DELTA</th>
<th>Growth % of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Highways</td>
<td>$1,527.90</td>
<td>$1,755.40</td>
<td>$227.50</td>
<td>41.90%</td>
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<tr>
<td>Surface Transportation</td>
<td>$706.70</td>
<td>$739.20</td>
<td>$32.50</td>
<td>6.00%</td>
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<tr>
<td>Off-System Bridges</td>
<td>$21.90</td>
<td>$22.90</td>
<td>$1.00</td>
<td>0.20%</td>
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<td>Highway Safety</td>
<td>$169.80</td>
<td>$203.50</td>
<td>$33.70</td>
<td>6.20%</td>
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<tr>
<td>Sec. 154 &amp; 164 Penalty Funds</td>
<td>$123.30</td>
<td>$140.30</td>
<td>$17.00</td>
<td>3.10%</td>
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<td>Congestion Mitigation &amp; Air</td>
<td>$152.60</td>
<td>$152.90</td>
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<td>National Highways Freight</td>
<td>$98.30</td>
<td>$88.70</td>
<td>($9.60)</td>
<td>-1.80%</td>
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<td>Transportation Alternatives</td>
<td>$27.90</td>
<td>$71.10</td>
<td>$43.20</td>
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<td>Recreational Trails</td>
<td>$8.10</td>
<td>$20.70</td>
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<td>PROTECT (new)</td>
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<td>$93.10</td>
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<td>Carbon Reduction (new)</td>
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<td>$81.90</td>
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<td>Metropolitan Planning</td>
<td>$12.90</td>
<td>$15.60</td>
<td>$2.70</td>
<td>0.50%</td>
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<tr>
<td>Rail-Hazard Crossings</td>
<td>$6.50</td>
<td>$6.40</td>
<td>($0.10)</td>
<td>0.00%</td>
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<tr>
<td>Federal Transit</td>
<td>$68.80</td>
<td>$85.00</td>
<td>$16.20</td>
<td>2.90%</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$2,982.60</strong></td>
<td><strong>$3,541.90</strong></td>
<td><strong>$559.50</strong></td>
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</table>

### Notes:
- FAST vs. IIJA 5 Year DELTA indicates the difference between FAST and IIJA funding from FY22 to FY26.
- Growth % of Total calculates the percentage increase from FAST to IIJA for each program.
CURRENT CHALLENGES

1. “Disconnected” from land-use, community, and regional needs
2. “Silo Mentality” vs. “Team mindset”
3. Legacy systems and data practices; Information dominance
4. Planning holistically; Multimodal level-of-service (LOS)
5. Current regulations are onerous, outdated, and obsolete
6. Slow-moving bureaucracies & processes
7. Vague working definitions for urban, rural, remote, resiliency, etc.
FAMILY OF PLANS

Long-Range Transportation Plan
Multimodal Statewide Plan

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

FUNDING DISTRIBUTION & INVESTMENT LEVELS

POLICIES, GOALS, & OBJECTIVES

TIER I

TIER II

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

FUNDING DISTRIBUTION & INVESTMENT LEVELS

TIER III

Modal & System Plans
From LRTP:
• Goals & Objectives
• Modal Facts & Opportunities
From Strategic Plans:
• Funding Distribution
• Fiscal Constraint
• Program Objectives & Criteria

TIER IV

Regional, Area, & Corridor Plans
From LRTP:
• Goals & Objectives
From Modal & System Plans:
• Modal Requirements
• Level of Service
From Strategic Plans:
• Funding Distribution
• Fiscal Constraint

REGIONAL PRIORITIES, STRATEGIES, ACTIONS, & PROJECTS!

2023
# FAMILY OF PLANS

### TIER I - Governance & Policy Plans

<table>
<thead>
<tr>
<th>Plan</th>
<th>Status</th>
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</thead>
<tbody>
<tr>
<td>Department Strategic Plan</td>
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<tr>
<td>Long Range Transportation Plan</td>
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### TIER II - Strategic & Investment Plans

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<td>Human Capital Plan</td>
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<td>Strategic Highway Safety Plan</td>
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<td>Transportation Asset Management Plan</td>
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<td>Diversity, Equity &amp; Inclusion Plan</td>
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<td>Resilience Improvement Plan</td>
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<td>Sustainable Transportation &amp; Energy Plan</td>
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### TIER III - Modal & System Plans

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<tr>
<td>Alaska Aviation System Plan</td>
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<td>AMHS Long Range Plan</td>
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<td>AMHS Short Range Plan</td>
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<td>Waterways Plan</td>
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<td>Freight Plan</td>
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<td>Alaska Community Transit Plan</td>
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<tr>
<td>Scenic Byways</td>
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<td>Alaska Strategic Corridor Master Plan</td>
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### TIER IV - Area & Corridor Plans

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<td>Southwest Alaska Transportation Plan</td>
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<td>Prince William Sound Transportation Plan</td>
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<tr>
<td>Northwest Alaska Transportation Plan</td>
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<tr>
<td>Interior Alaska Transportation Plan</td>
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<tr>
<td>Yukon-Kuskokwim Delta Transportation Plan</td>
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<td>Corridor Transportation Plans</td>
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Modal Key Opportunities
Examples, Not All-Inclusive

**AMHS**

**Key Opportunities**
- Develop a statewide Ferry plan as part of the family of plans. The ILA 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 ILA.
- 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.
- 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.

**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 ILA 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.

**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 towns off for long periods.

**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, such as tourists and seasonal workers, who can significantly increase pedestrian activity in small communities but may not understand how the local system functions.
PUBLIC PERCEPTIONS OF REGIONAL PRIORITIES

Figure 1: Input Received Through Public Engagement

Top 3 Transportation Priorities by Region

<table>
<thead>
<tr>
<th>Region</th>
<th>Economic Vitality</th>
<th>Management of the System</th>
<th>Mobility for All Alaskans</th>
<th>Operation and Maintenance of System</th>
<th>Resiliency</th>
<th>Sustainable Funding</th>
<th>Transportation Innovation</th>
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</tr>
</tbody>
</table>

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

VOICE OF THE CUSTOMER

"Maybe that's a function of DOT not being there. When scoring maybe there should be a high priority given for 'having nothing.'"

-Andrew Guy
Yukon-Kuskokwim Region
Roads & Highways Advisory Board
DEPLOYMENT
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
**COMMUNITY DIRECTED FUNDING**

<table>
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<tr>
<th>Program</th>
<th>Funding</th>
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</thead>
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<tr>
<td>Community Transportation Program (CTP)</td>
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<tr>
<td>Transportation Alternatives Program (TAP)</td>
<td>$25,000,000</td>
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<tr>
<td>Safe Ice Roads for Alaskans (SIRA)</td>
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</tr>
<tr>
<td>Rural Ports, Docks, &amp; Barge Landings</td>
<td>$27,000,000</td>
</tr>
<tr>
<td>Community Bridge Investment Program (CBIP)</td>
<td>$54,000,000</td>
</tr>
<tr>
<td>Resiliency &amp; Coastal Protection Program (RCPP)</td>
<td>$32,000,000</td>
</tr>
<tr>
<td>National Electric Vehicle Infrastructure (NEVI)</td>
<td>$15,000,000</td>
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| Total 2023 Community Directed Funding                        | $265,000,000 |

<table>
<thead>
<tr>
<th>Year</th>
<th>Funding</th>
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<tr>
<td>2020 CTP</td>
<td>$56,000,000</td>
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<tr>
<td>2019 TAP</td>
<td>$12,000,000</td>
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<tr>
<td>2013-2019 CTP</td>
<td>$0</td>
</tr>
<tr>
<td>2013-2019 TAP</td>
<td>$15,000,000</td>
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</table>

| Total 2013-2022 Community Directed Funding                  | $83,000,000 |

*~220% Increase in Community Directed Funding in 2023 from Last Decade Combined*
PARTNERING IS MISSION CRITICAL

Alaska Municipal League
AK Regional Dev. Org.
Alaska Energy Authority
Denali Commission
DNR, DEC, etc.
AGC & ACEC
SEALASKA
US Fish & Wildlife
National Park Service
National Forest Service
Western Federal Lands
More Local Planning!

2023
APPROACH TO DISCRETIONARY GRANTS

- Not competing with each other
- Grant coordination team
- Strategic partners
- Online clearinghouse: "The HUB"
DISCRETIONARY GRANTS

Port Infrastructure Development
- Pelican - $12M
- Auke Bay - $9M
- Cordova, Chenega, and Tatitlek Port Bundle - $28M

MPDG (MEGA/INFRA/Rural)
- TRV - $195M
- Cordova, Chenega, and Tatitlek Port Bundle - $25M
- Bethel Chief Eddie Hoffman - $35M

NOAA Fish Passage
- Three Mile Creek - $6M

Culverts Anadromous Fish Passage

Rural and Low/No Ferry Program
- TRV Propulsion - $86M
- Mainliner Planning - $9M
- Auke Bay, Pelican, and PWS Docks - $48M
- Columbia, Tazlina, Matanuska, and Kennecott Vessel Bundle - $72M
- Operating - $45M

Bridge Improvement Program
- Kodiak Russian and Sargent Rivers – planning - $1M
- Ketchikan Ward Creek - $23M
- Johnson and Gerstle - $74M

>$850M Submitted through Partnership
“It is the intent of the legislature that the Department of Transportation and Public Facilities increase consultation and collaboration with local municipalities, including by establishing Regional Transportation Planning Organizations, to advance the identification and planning for locally driven projects where there is both interest and capacity.”
Regional Transportation Planning Organizations (RTPO)

What is an RTPO?

• An RTPO is a Federally-designated organization that:
  • Identifies local transportation needs
  • Conducts transportation planning
  • Assists local governments
  • Supports the statewide transportation planning process in non-metropolitan regions of a State

• Serves areas with population size less than 50,000
Collaboration between RTPO & DOT’s

- “Consult” on Interstate, Bridge, NHS, 5310, 5311 projects in STIP and the Strategic Highway Safety Plan
- “Cooperate” on the LRTP and STIP for projects in areas with a population under 50,000

23 USC 135: “Each State shall, at a minimum—with respect to nonmetropolitan areas, cooperate with affected local officials with responsibility for transportation or, if applicable, through regional transportation planning organizations…”
But…

What works ‘best’ for Alaska?

Various structures exist:

- Regional Transportation Planning Organization
- Regional Planning Commissions
- Regional Councils of Governments
- Regional Planning Councils
- Regional Planning Agencies
- Regional Development Organizations
- Regional Planning Organization
Regional Planning Organizations (RPO) ‘Alaskanized’

- Flexibility to choose from a ‘menu of options’
  - Regional & Community Prioritization of Needs
  - Long Range Planning & Work Program
  - Land Use Coordination
  - Highways, Marine & Aviation Planning
  - Creation of Transportation Improvement Program (TIP)
  - Integration with DOT&PF processes and support structures

- Federal Planning Funds Available, based on ‘how much’ to take on from menu & extent of planning

- Requirements to
  - Provide collaborative, continuous and comprehensive planning
  - Collaborate with DOT&PF on plans and programs
  - Establish a Policy Committee
  - Establish a Technical Advisory Committee
COMMUNITY-DRIVEN PLANNING
REGIONAL PLANNING ORGANIZATIONS

VOICE OF THE CUSTOMER
It’s tough being the first, but the DOT staff are helping us, and we are figuring it out together. The biggest take away is not to rush in, have your policies and procedures in place.

-Jen Rosenthal
Copper Valley RPO
RPO Challenges & Lessons Learned

• Do ARDOR boundaries make natural framework?
  • Not all ARDORs are created equal
  • ARDORs aren’t everywhere

• >50% of Alaska is unorganized

• Standardization & Proceduralizing
  • Formation steps
  • Central repository of information to share

• Need for a forum to share, collaborate and build a vision together

• Need for Technical Advisory Committee Support

• Regulations & Statutes
RPO Toolkit
Standardized Formation & Methods

- Formation Steps for Organization
- Centralizing all applicable laws and regulations
- Ways to advertise
- Items to consider regarding meeting spaces
- Sample and ‘Model’ bylaws, and Display Ads
- Sample and Model Agendas
- Sample and Model Resolutions
- Tips and Tools
What could the future look like?

RPO Concept
- Local transportation planning feeds into DOT&PF’s plans and funding programs
- Regions have their own voice, independent of DOT&PF
RPO’s Next Steps

• RPO Website & Toolkit
• Statewide Transportation Planning Convention
• RPO Statewide Technical Advisory Committee (TAC) – Alaska Municipal League?

Regional Transportation Planning in Alaska

We want to help bring regional transportation planning closer to the communities we serve. That means you being more involved in your community’s transportation decisions! To help establish a more cooperative statewide transportation planning effort, we here at the Department of Transportation and Public Facilities (DOT&PF) are helping communities around the state form regional planning organizations (RPOs). The structure and duties of formal Regional Transportation Planning Organizations (RTPOs), which are similar, are written out in federal statute and ensure that non-metropolitan areas of fewer than 50,000 people have a formal seat at the transportation planning table. Alaska DOT is offering inclusion into a pilot RPO program at this stage.

What do RPOs do?

RPOs help guide transportation planning decisions in rural areas. Rather than conducting transportation planning at a high, abstract level, RPOs work within their
Questions?
Thank you.

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