



**Alaska Department of Transportation & Public
Facilities**

Planning for the Future, Planning for People

Presentation Prepared for the Alaska Municipal League

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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



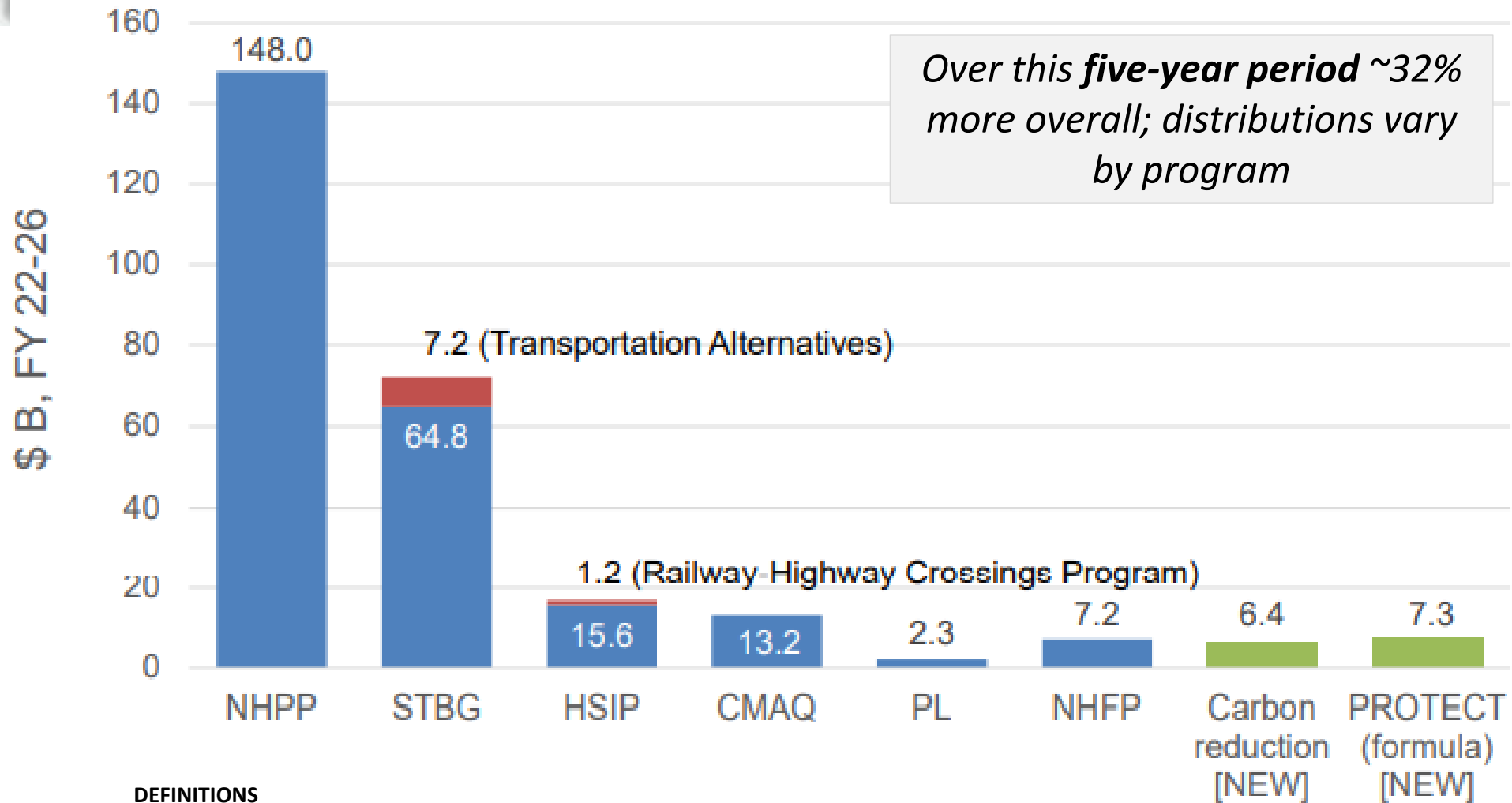
Program Examples	State	MPO	Local	Tribe	PA*	Territory	FLMA*
Apportioned programs (formula)	✓						
Bridge Program (formula)	✓			✓			
National Electric Vehicle Formula Program	✓		✓				
Safe Streets and Roads for All program		✓	✓	✓			
Promoting Resilient Operations for Transform...	✓	✓	✓	✓	✓		✓
Charging and Fueling Infrastructure Program	✓	✓	✓	✓	✓	✓	
Congestion Relief Program	✓	✓	✓				
Bridge Investment Program (discretionary)	✓	✓	✓	✓	✓		✓
Reconnecting Communities Pilot Program	✓	✓	✓	✓			
Rural Surface Transportation Grants	✓		✓	✓			
Infrastructure for Rebuilding America	✓	✓	✓	✓	✓		✓
National Infrastructure Project Assistance	✓	✓	✓	✓	✓		
Local and Regional Project Assistance	✓	✓	✓	✓	✓	✓	

MPO – Metropolitan Planning Organization

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

FLMA* - Federal Land Management Agency

EIGHT APPORTIONED PROGRAMS



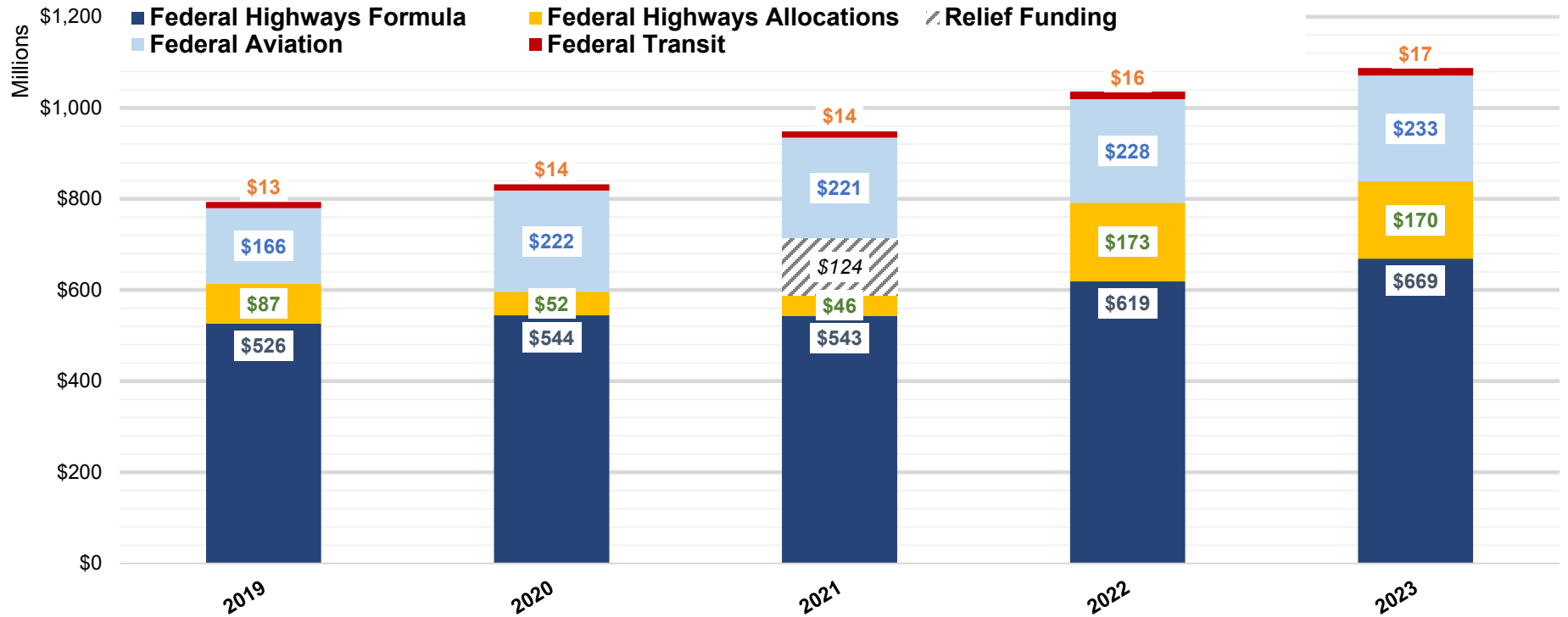
DEFINITIONS

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



Fiscal Year	Federal Highways		Relief Funding	Federal Aviation	Federal Transit	Total
	Formula	Allocations				
2019	\$526,269,793	\$87,364,461		\$166,000,000	\$13,493,968	\$793,128,222
2020	\$544,386,280	\$52,008,236		\$222,200,000	\$13,654,331	\$832,248,847
2021	\$543,009,285	\$46,434,890	\$124,402,044	\$220,500,000	\$13,677,640	\$948,023,859
2022	\$619,147,829	\$172,669,691		\$227,500,000	\$16,486,340	\$1,035,803,860
2023*	\$669,036,764	\$169,509,538**		\$232,500,000**	\$16,747,556	\$1,087,793,858
10 Year Total	\$5,341,913,925	\$611,858,895	\$124,402,044	\$1,974,900,000	\$127,606,344	\$8,180,681,208

*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)



	FAST	IIJA		
	FFY22-FFY26 (inflation adj. est.)	FFY22-FFY26 (expected)	FAST vs. IIJA 5 Year DELTA	Growth % of Total
National Highways	\$1,527.90	\$1,755.40	\$227.50	41.90%
Surface Transportation	\$706.70	\$739.20	\$32.60	6.00%
Off-System Bridges	\$21.90	\$22.90	\$1.00	0.20%
Highway Safety	\$169.80	\$203.50	\$33.70	6.20%
Sec. 154 & 164 Penalty	\$123.30	\$140.30	\$17.00	3.10%
Congestion Mitigation & Air	\$152.60	\$152.90	\$0.40	0.10%
National Highways Freight	\$98.30	\$88.70	(\$9.60)	-1.80%
Transportation Alternatives	\$27.90	\$71.10	\$43.20	8.00%
Recreational Trails	\$8.10	\$20.70	\$12.60	2.30%
Statewide Planning	\$57.90	\$65.20	\$7.30	1.30%
PROTECT (new)	\$0.00	\$93.10	\$93.10	17.10%
Carbon Reduction (new)	\$0.00	\$81.90	\$81.90	15.10%
Metropolitan Planning	\$12.90	\$15.60	\$2.70	0.50%
Rail-Hazard Crossings	\$6.50	\$6.40	(\$0.10)	0.00%
Federal Transit	\$68.80	\$85.00	\$16.20	2.90%
TOTAL	\$2,982.60	\$3,541.90	\$559.50	

\$4,000

\$3,500

\$3,000

\$2,500

\$2,000

\$1,500

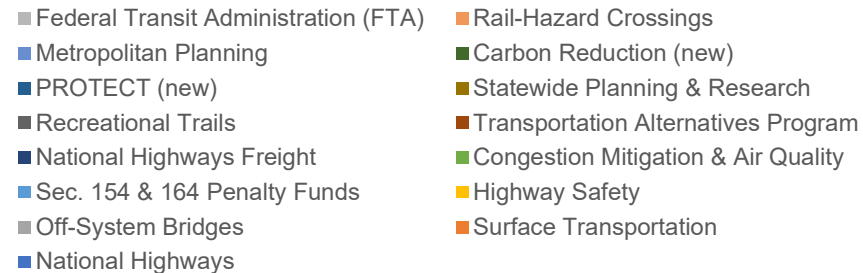
\$1,000

\$500

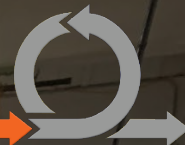
\$0

FFY22-FFY26
(inflation adj. est.)

FFY22-FFY26
(expected)



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.**

PLANNING



FAMILY OF PLANS



TIER I

Long-Range Transportation Plan

Multimodal Statewide Plan

**POLICIES, GOALS, &
OBJECTIVES**

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!**



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 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>
Resilience Improvement 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>
Waterways Plan	<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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Modal Key Opportunities

Examples, Not All-Inclusive



AMHS



Key Opportunities

- **Develop a statewide Ferry Plan as part of the family of plans.** The IJA 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 IJA.
- **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.



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 IJA 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.

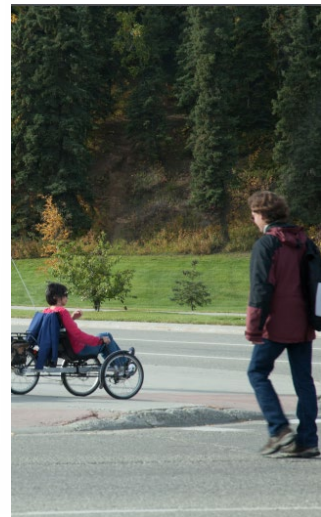


Active Transportation



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.



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.

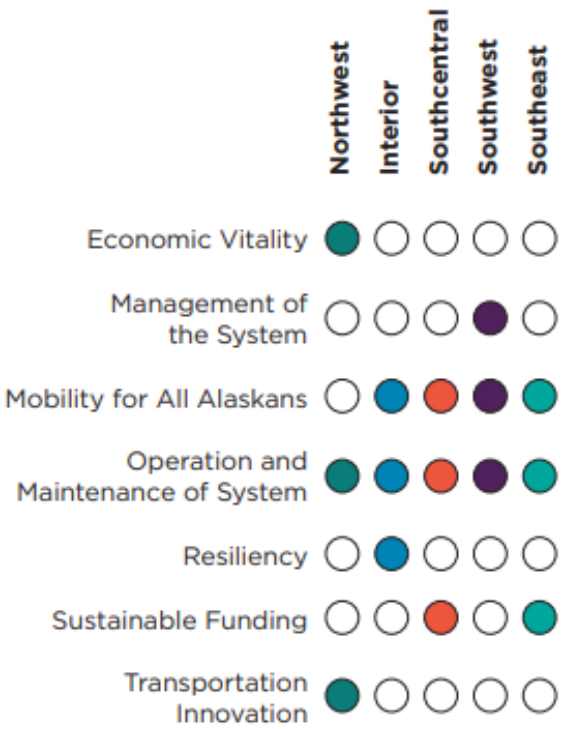


PUBLIC PERCEPTIONS OF REGIONAL PRIORITIES



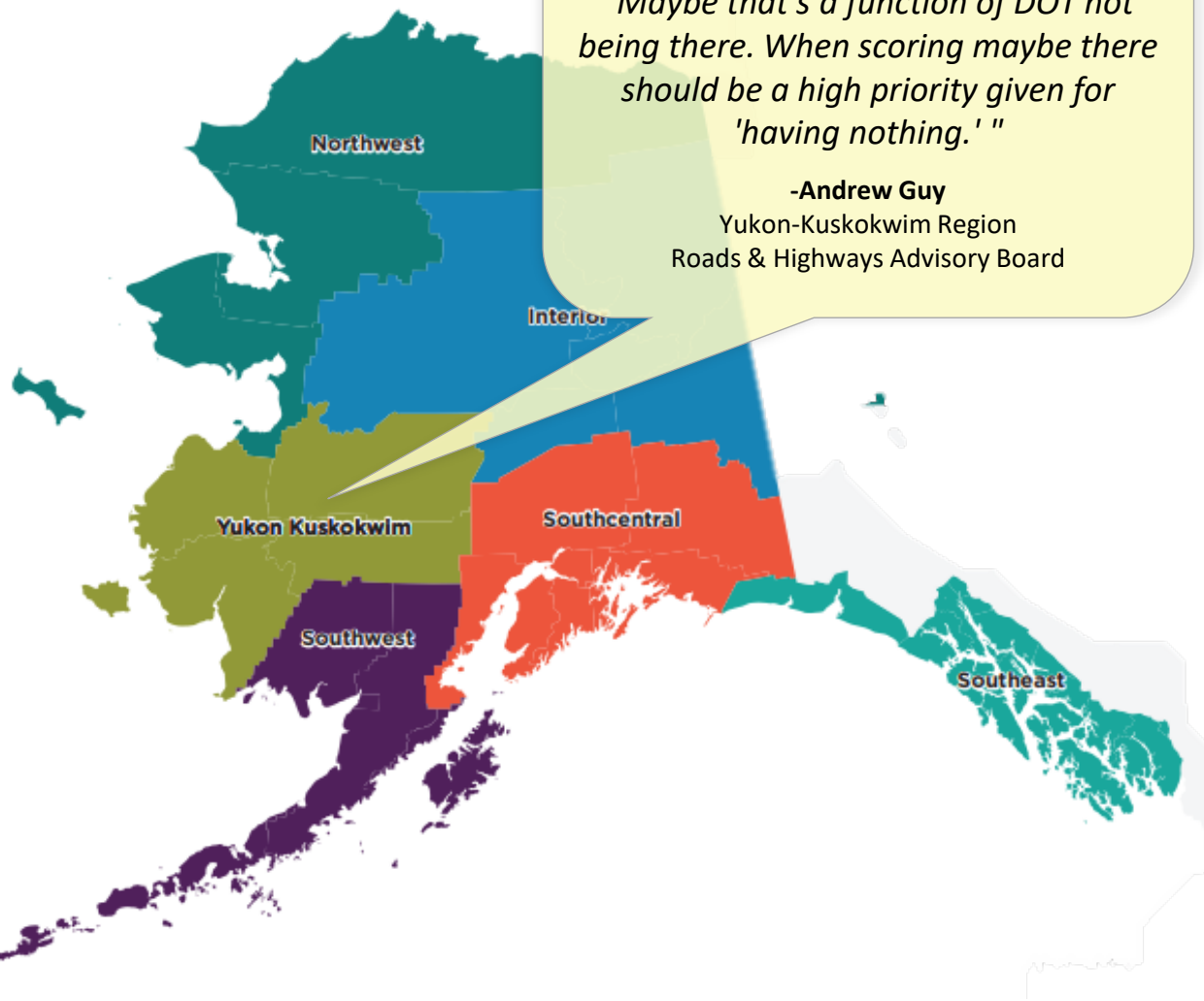
Figure 1: Input Received Through Public Engagement

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.

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



Community Transportation Program (CTP)	\$110,000,000
Transportation Alternatives Program (TAP)	\$25,000,000
Safe Ice Roads for Alaskans (SIRA)	\$2,000,000
Rural Ports, Docks, & Barge Landings	\$27,000,000
Community Bridge Investment Program (CBIP)	\$54,000,000
Resiliency & Coastal Protection Program (RCPP)	\$32,000,000
National Electric Vehicle Infrastructure (NEVI)	\$15,000,000

Total 2023 Community Directed Funding	\$265,000,000
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2020 CTP	\$56,000,000
2019 TAP	\$12,000,000
2013-2019 CTP	\$0
2013-2019 TAP	\$15,000,000

Total 2013-2022 Community Directed Funding	\$83,000,000
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**~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!**



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



SLA2022 Legislative Intent Language



“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



RTPO Requirements



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...”*





Regional Rural Transportation Planning:

State Models for Local Consultation, Regional Coordination,
and 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



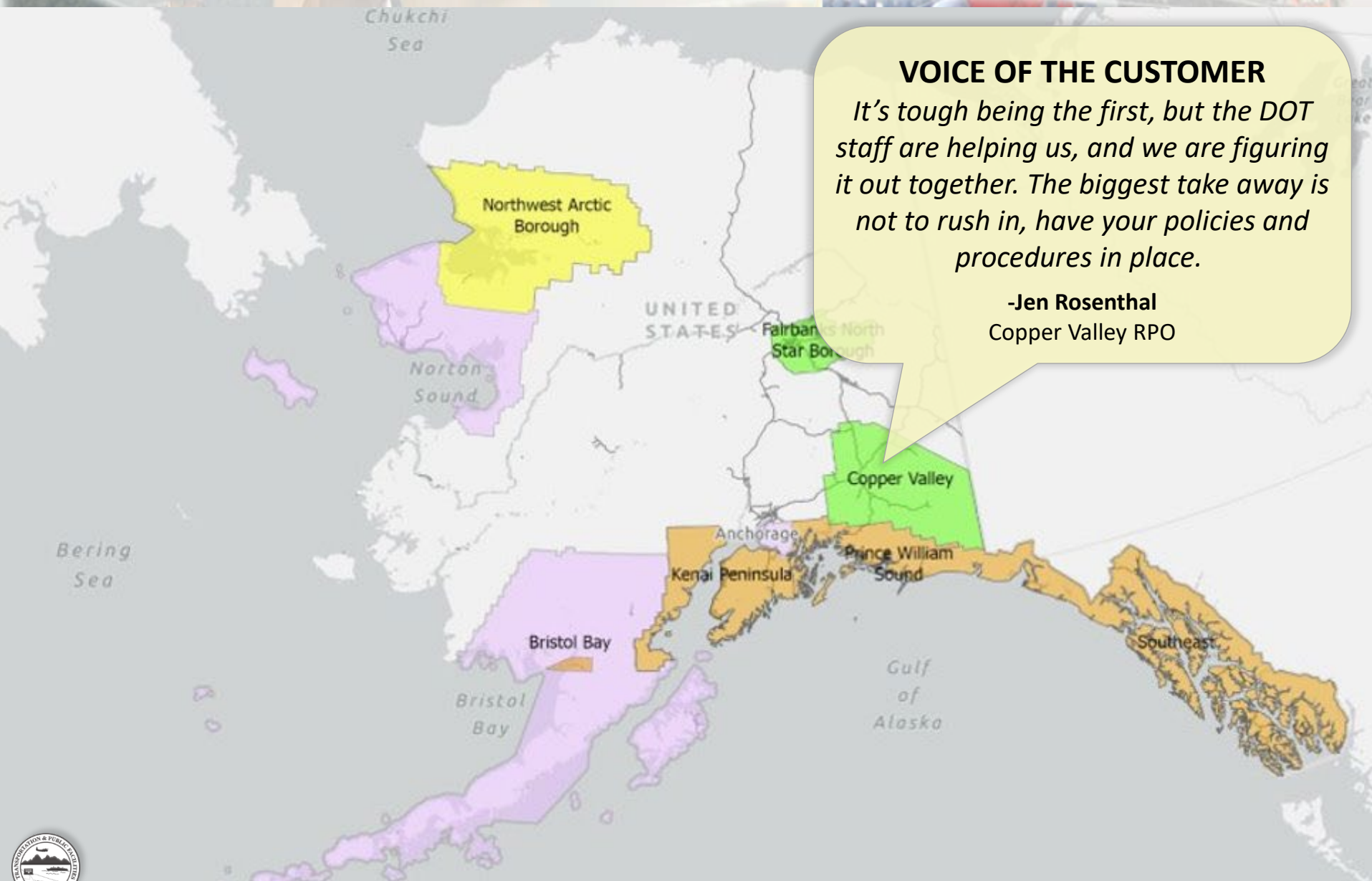
Regional Planning Organizations (RPO) 'Alaskanized'



- **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?



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PROGRAM DEVELOPMENT

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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

Additional resources:

- Take our survey
- Respond to the RFI

For more information contact:

Judy Chapman

Deputy Director of Planning

✉ judy.chapman@alaska.gov

☎ (907) 451-5150

For individuals requiring TTY communications,
please contact Alaska Relay at 7-1-1 or
1-800-770-8973.



Questions? Thank you.

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