

## MEMORANDUM

**Date:** September 28, 2021

Kittelson Project No: 25697

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**To:** Eric Taylor

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**From:** Holly Spoth-Torres, Huddle AK

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**Subject:** Freight Advisory Committee Meeting Summary

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## FAC Meeting Summary

### SUMMARY:

The Alaska Department of Transportation and Public Facilities (DOT&PF) held a Freight Advisory Committee (FAC) meeting on Wednesday, September 22, 2021, from 1:30 to 3:00 p.m. using the virtual platform Microsoft Teams. A toll-free call-in number was available for those who couldn't join virtually, and the meeting was open to the public.

The purpose of the meeting was to discuss the Freight Plan actions and priority freight corridors. The project team gave a brief presentation (attached) that gave an overview of the Freight Plan, the freight interview findings and trends, the Primary Highway Freight System (PHFS) overview and redesignation, priority freight corridors, and draft Freight Action Strategies. The comments and questions for each of those topics are in the tables below. The Freight Action strategies discussion is divided into two meetings; this meeting is Part 1 and Part 2 will occur on October 13, 2021.

After the meeting, a recording of the meeting and the presentation were posted on the project website ([www.alaskamoves2050.com](http://www.alaskamoves2050.com)). Members of the FAC were emailed to alert them that the meeting materials were available to view.

### ADVERTISEMENTS:

The FAC members were invited to the meeting with an Outlook calendar invite. A public notice (attached) was posted on September 8, 2021, on the State of Alaska's Public Notices website (<https://aws.state.ak.us/OnlinePublicNotices/>) and the meeting information was posted on the project website ([www.alaskamoves2050.com](http://www.alaskamoves2050.com)).

## FEDERAL PRIORITY FREIGHT CORRIDORS

This discussion focused on the existing Primary Highway Freight System (PHFS), Critical Urban Freight Corridors (CUFC) and Critical Rural Freight Corridors (CRFC). The project team asked for feedback about what infrastructure is currently designated and what should be recommended as part of those programs. Comments referring to maps or information displayed in the presentation have the page number in parentheses for reference.

Agency	Comment/Question	Answer (if applicable)
<b>FAC Members</b>		
<b>Maritime Advisory Board</b>	Southeast Alaska is not emphasized much in the critical corridor discussion, though the Haines Highway was in the 2016 plan. The Port of Haines should be mentioned as well.	
<b>Alaska Trucking Association</b>	How much input do the Metropolitan Planning Organizations (MPOs) have whether a road is designated a freight corridor or not?	The roads are owned by either the state or the locality; MPOs can suggest a road but the owner of the facilities ultimately decides whether to suggest the road be designated as a freight corridor. It's encouraged for MPOs to be a part of the process.
<b>Roads and Highways Advisory Board</b>	Recommendations for urban freight corridors: Seward Highway, Glenn Highway, Port of Alaska, Tudor Rd in Anchorage are critical in the same way the Steese Highway, Old Richardson Highway, and Peger Rd in Fairbanks are critical. (page 17)	
<b>Alaska Trucking Association</b>	The Dalton Highway is part of the CRFC until mile 235?	It is a CRFC up until mile 235 at Chandalar. It is not part of the PHFS, and the state could nominate it for the PHFS and nominate other infrastructure for the CRFC in its place.

Agency	Comment/Question	Answer (if applicable)
<b>MARAD</b>	Even if the Dalton Highway is designated and becomes eligible for funds, the project still needs to satisfy project requirements to become a priority. Just because it's designated, it does not have appropriated or allocated funds.	
<b>UPS</b>	The only CUFC listing is the Fairbanks area and none in the rest of the state, correct?	Yes, that's correct.
<b>Alaska Trucking Association</b>	How as the CUFC established? If it was designated only five years ago, why aren't Anchorage roads included?	In 2016, the AMATS study was still in progress and recommendations were still coming out. The state is looking for input from the MPO, based on its Freight Corridor Study and FAC. Once recommendations are made, these go to FHWA, and FHWA makes the final designation.
<b>UPS</b>	So the reason boils down to nothing was ever submitted?	
<b>Roads and Highways Advisory Board</b>	On the map, the green lines are key freight highway facilities. Are these designated on the national freight network? CUFC should be candidates. (page 22)	They are not on the CUFC; this could be an opportunity to designate them as such.

## STATEWIDE PRIORITY FREIGHT CORRIDORS

The committee was asked for recommendations for infrastructure to become part of the statewide priority freight network. Comments referencing maps or information displayed in the presentation have the page number in parentheses.

Agency	Comment/Question	Answer (if applicable)
<b>FAC Members</b>		
<b>Maritime Advisory Board</b>	The Port of Haines should be added as part of the statewide network. It's a direct connection to Fairbanks and the Interior.	
<b>UPS</b>	The Palmer-Wasilla Highway is listed but not the Glenn Highway. All portions of the Glenn Highway, including Eagle River, should be included. (page 23)	The Glenn Highway turns into the Palmer-Wasilla Highway in Wasilla. We will make sure the entire corridor is captured, regardless of ownership.
<b>Aviation Advisory Board</b>	You have a handful of the 139 airports. Since 82% of communities are not accessible via road, there is a potential subset of airports critical to freight since they are the only way in and out. It might be worth looking at airports in communities that do not have a secondary way in, because the airport then is critical for freight movement. (page 20)	
<b>JBER</b>	From a military perspective, nothing seems to be missing. Fort Greely Airport can be commercial use, if you want to designate it. Nothing else comes to mind. (page 20)	
<b>Aviation Advisory Board</b>	One port that may be important in the future is the Point Spencer/Port Clarence. It's the only true deep water port of the north for Nome, Utqiagvik, etc. (page 20)	
<b>Alaska Trucking Association</b>	Fairbanks FAST roads are spot on. (page 21)	
<b>UPS</b>	Old Seward and O'Malley in Anchorage have a lot of truck traffic, particularly where C St turns into O'Malley.	

Agency	Comment/Question	Answer (if applicable)
	There's lots of freight moving on the Old Seward Highway, not just the Seward Highway.	
<b>Roads and Highways Advisory Board</b>	Potential candidates for Anchorage include: Commercial Dr/3 <sup>rd</sup> Ave. Designating W. Northern Lights as a freight corridor would be difficult.	
<b>UPS</b>	In Wasilla, Knik-Goose Bay Rd. There are a lot of deliveries in that area and traffic is atrocious.	
<b>Weaver Brothers</b>	The road to Whittier (the tunnel) and the road to Seward. There's a lot of freight moving from those two locations.	

## FREIGHT ACTION STRATEGIES

The Freight Action Strategies are organized within the overarching LRTP goals of Economic Vitality, Resiliency, Alaska People Focus, Coordination and Collaboration, Sustainable Funding, Performance-Based Decision Making, Transportation Innovation, and Management of the System. Each comment below has the strategy it is referencing in parentheses.

Agency	Comment/Question	Answer (if applicable)
<b>FAC Members</b>		
<b>Roads and Highways Advisory Board</b>	A bullet point about enhanced truck access to the Port of Alaska, such as unattended security checkpoints, should be considered. (Economic Vitality)	

Agency	Comment/Question	Answer (if applicable)
<p><b>Alaska Trucking Association</b></p>	<p>Can you elaborate on “Coordinate completion of road safety audits to correct safety problems on high-priority freight corridors”? Does that mean adequate commercial vehicle enforcement? (Resiliency)</p> <p>Can adequate commercial vehicle enforcement be a recommendation?</p>	<p>It can include that as well as on-the-ground improvements, road markings, signage, roadway design and geometry, and more.</p> <p>Yes, that can be a recommended action that addresses enforcement and funding.</p>
<p><b>Roads and Highways Advisory Board</b></p>	<p>Do you know the current percent of road miles and bridges in “poor condition”? (Performance-Based Decision Making)</p>	<p>National Highway System (NHS) Interstate: 0% NHS Non-Interstate: 2.8% Overall Pavement: 1.5% NHS Bridge Conditions: 6% Non-NHS Bridge Conditions: 9%</p>
<p><b>Alaska Trucking Association</b></p>	<p>There should be a distinction when deciding which infrastructure to improve. Some infrastructure might be in worse shape, but not be as critical of a connection for the freight network. The more important infrastructure should be replaced more quickly, even if it's in slightly better condition. (Performance-Based Decision Making)</p>	

## GENERAL COMMENTS

Agency	Comment/Question	Answer (if applicable)
<p><b>FAC Members</b></p>		

Agency	Comment/Question	Answer (if applicable)
<b>Roads and Highways Advisory Board</b>	Will decisions about nominations for the CUFC and CRFC be made at the next meeting?	The project team will take the feedback from today, create recommendations and discuss those with DOT&PF, and then present those initial recommendations at the next meeting.

## ATTENDANCE

Name, Agency	Email	Role:
<b>Aves Thompson, Roads and Highways Advisory Board</b>	admin@RStreetStrategies.onmicrosoft.com	STAC/FAC
<b>Craig Lyon, AMATS</b>	craig.lyon@anchorageak.gov	STAC/FAC
<b>Lee Ryan, Aviation Advisory Board</b>	lryan@ryanalaska.com	STAC/FAC
<b>Joe Michel, Alaska Trucking Association</b>	joe@aktrucks.org	FAC
<b>Bruce Lambert, MARAD</b>	bruce.lambert@ad.dot.gov	FAC
<b>Richard Heath, UPS</b>	rfheath@ups.com	FAC
<b>Connor Erickson, Alaska Energy Authority</b>	cerickson@akenergyauthority.org	FAC
<b>Robert Venables, Maritime Advisory Board</b>	venables@aptalaska.net	FAC
<b>Douglas Thompson, Holland America – Princess</b>	dthompson@hagroup.com	FAC
<b>Christel Burgess, Fairbanks Airport</b>	christel.burgess@alaska.gov	FAC
<b>Robert Sherrill, JBER</b>	robert.sherrill@dla.mil	FAC
<b>Jimmy Doyle, Weaver Brothers</b>	JimmyD@wbialaska.com	FAC
<b>Terry Howard, Carlile</b>	terryhoward@carlile.biz	FAC
<b>Miles Brookes, FHWA</b>	miles.brookes@dot.gov	FAC

<b>Name, Agency</b>	<b>Email</b>	<b>Role:</b>
<b>John Taylor, DOT&amp;PF</b>	eric.taylor@alaska.gov	DOT&PF Project Team
<b>Brian Funkhouser, Michael Baker International</b>	Brian.Funkhouser@mbakerintl.com	Consultant Team
<b>Claire Dougherty, Kittelson &amp; Associates, Inc</b>	cdougherty@kittelson.com	Consultant Team
<b>Rachel Grosso, Kittelson &amp; Associates, Inc</b>	rgrosso@kittelson.com	Consultant Team
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<b>Patrick Whitesell, Michael Baker International</b>	Patrick.Whitesell@mbakerintl.com	Consultant Team



## Attachment A – Public Meeting Notice

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# Statewide Long-Range Transportation Plan: Freight Advisory Committee Meeting

## Statewide Long-Range Transportation Plan: Freight Advisory Committee Meeting

The Alaska Department of Transportation & Public Facilities will hold a Statewide Long-Range Transportation Plan **Freight Advisory Committee** (FAC) Meeting on Wednesday, September 22, 2021, from 1:30 p.m. – 3:00 p.m.

The purpose of this meeting is to discuss the Freight Plan actions and priority freight corridors.

The meeting will be held virtually, and you can join by clicking the link below or using the call-in number below.

[Join the Microsoft Teams event.](#)

Call-in:

(469) 998-6201 United States

(833) 452-0188 United States (Toll-free)

Conference ID: 305 488 952#

You do not need the Microsoft Teams application to participate. You can join by watching from your web browser.

### **THIS MEETING IS OPEN TO THE PUBLIC**

For more information, please contact Holly Spoth-Torres at 907-223-0136 or [holly@huddleak.com](mailto:holly@huddleak.com) or

Eric Taylor, Statewide LRTP Manager, Department of Transportation & Public Facilities at (907) 465-8958, [eric.taylor@alaska.gov](mailto:eric.taylor@alaska.gov)

#### ▼ [Attachments, History, Details](#)

##### **Attachments**

None

##### **Revision History**

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##### **Details**

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