



Alaska LRTP

Alaska Moves 2050



STAC Meeting

June 9, 2021



Since We Last Met

If this long-range transportation plan could only accomplish one thing, what would it be?

Aviation Advisory Board

- Support a maintained and reliable ferry system. It supports air service too.
- Aviation in rural Alaska should focus on the basics – providing a safe and maintained runway system.
- Be cognizant that traditional cost/benefit analysis doesn't work for rural Alaska. If Alaska receives less subsidies in the future, the resulting effects in rural Alaska will be disproportionate.

If this long-range transportation plan could only accomplish one thing, what would it be?

Interior Tribal Coordination Group and Governor's Tribal Advisory Group

- There are so many needs and unsafe roads in rural Alaska. The plan should identify appropriate funding sources.
- Identify ways for communities to provide federal/grant match requirements.
- Acknowledge that highways serve a dual purpose – both as community connectors as well as haul roads to access resources (Elliott Highway, for example).
- There should be a better inventory of infrastructure, needs, and funding sources so that there is a more efficient way to identify and fund solutions.
- There is an opportunity for DOT&PF to partner with tribes and tribal organizations. - tribes could potentially bring financial resources to the table (FHWA funds).
- Rural hubs like Bethel are seeing an increase in population and online purchases.

Maintenance & Operations Interviews

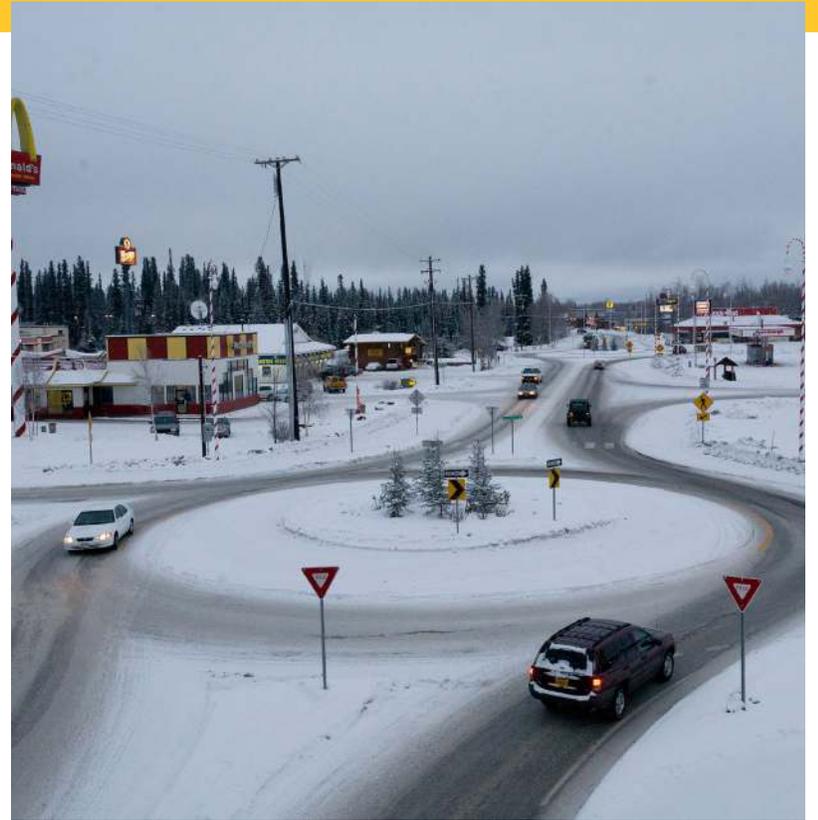
Statewide Trends

- Completed many 1R projects in 2013 – They are all coming due for maintenance now
- Loss of talent – operator wages aren't competitive with local agencies (Fairbanks/Anchorage for example)
- Budgets don't align with public expectations
- Subsidence issues at airports is requiring large stockpiles of gravel
- Avalanche Howitzer Program nearing end of life
- Deferred maintenance backlog is growing

Maintenance & Operations Interviews

Statewide Trends Continued

- Desire to transfer State-owned harbors to local communities but they won't take them on until they are brought up to standards
- Equipment fleet is aging
- Collector and local roads would be better served by local jurisdictions
- State money allows much for flexibility, Federal money is tied to rules.



Focus Areas and **DRAFT** Goals

Strategic Focus Areas

- Investment Decision Making
- Alaskan Economy
- DOT&PF Agency
- Alaskan People
- Funding & Finance
- Transportation Industry

Investment Decision Making Focus

Prioritize the investment into resources at DOT&PF Division of Program Development & Statewide Planning to focus on data science, analytics, and informatics to implement, improve and maximize data-driven, evidence-based investment decision making.

Prioritize investments in safety, system preservation & modernization based on their impact through performance-based planning & programming to categorize, prioritize and select infrastructure investments.

Monitor transportation system performance, condition, and safety measures to maintain the good, and improve the bad.

Research, analyze, and identify the best mode, intramodal, intermodal, or multimodal solution for prevailing transportation problems and solving them with contemporary solutions through investment decision making.

Alaskan Economy Focus

Monitor economic development activities and trends so that the resulting demands for transportation infrastructure investments are prioritized and support the economy.

Encourage the engagement with local officials, municipalities, and small businesses to improve access to maintain access to businesses where possible, improve access where prudent, for the end result of spurring measurable economic growth.

DOT&PF Agency Focus

Maximize DOT&PF efficiency and effectiveness through streamlined project delivery that has targets with acceptable and unacceptable thresholds for successful delivery, is transparent, and manageable.

Create and maintain transparency into the STIP, the AIP, and all plans in the Family of Plans that allows for the clear understanding of how scarce resources are allocated.

Alaskan People Focus

Incorporate livability, community, and environmental concerns in our decisions.

Monitor and improve transportation resiliency to address safety and security risks.

Address changes in travel demand throughout the State, increases and decreases, and reflect those changes in corridor and area plans that are updated within 5 years of this plan.

Funding & Finance Focus

Prioritize the research into alternative funding sources and invest in resources that aim to improve funding sources for the State.

Encourage the research and recommendation of a replacement to the Motor Fuel excise tax with options such as a User Based Fee or Road User Charge (RUC) to fund the transportation system.

Transportation Industry Focus

Create an Electric Vehicle, Autonomous Vehicle, and Alternative Fuel Corridor Plan to add to the Family of Plans, addressing the short, intermediate and long-term needs, requirements and objectives for these areas as an adjunct to the Alaska transportation system.

Monitor national trends for situational awareness. Trends that have the potential to impact Alaska will be factored into investment decision making.



What's Next

Public Outreach Event #1

- Virtual Open House – June 9 through June 30

- **Financial Analysis Memo**
August

August 2022: LRTP & FP

How to Reach Us

Eric Taylor, DOT&PF Project Manager
eric.taylor@alaska.gov
907-465-8958

Wende Wilber, Consultant Project Manager
Kittelson & Associates, Inc.
wwilber@kittelson.com
907-903-8461

Holly Spoth-Torres, Public Involvement Lead
Huddle AK
holly@huddleak.com
907-223-0136



alaskamoves2050.com