

MEMORANDUM

Date: October 13, 2021

Kittelson Project No: 25697

To: Eric Taylor

From: Holly Spoth-Torres, Huddle AK

Subject: Freight Advisory Committee Meeting Summary

FAC Meeting Summary

SUMMARY:

The Alaska Department of Transportation and Public Facilities (DOT&PF) held a Freight Advisory Committee (FAC) meeting on Wednesday, October 13, 2021, from 10:00 a.m. to 11:30 a.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 the Primary Highway Freight System (PHFS) and redesignation, priority freight corridor recommendations which included state and federal designations, and draft Freight Action Strategies. The comments and questions for each of those topics are in the tables below. An online web map was used to display information during the meeting (<https://baker.maps.arcgis.com/apps/instant/portfolio/index.html?appid=a7374a4f9e8842fcaa6d94c57a1c2920>). The first meeting covering these topics was held on September 22, 2021 - this meeting was Part 2 of the discussion. The Freight Action Strategies were not discussed due to a lack of time and will be discussed at a future meeting.

After the meeting, a recording of the meeting and the presentation were posted on the project website (www.alaskamoves2050.com).

ADVERTISEMENTS:

The FAC members were invited to the meeting with an Outlook calendar invite. A public notice (attached) was posted on September 27, 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).

PRIMARY HIGHWAY FREIGHT SYSTEM

The project team presented 76 miles of the Elliott Highway from Fairbanks to the Dalton Highway as a potential recommendation for the Primary Highway Freight System (PHFS) and asked for feedback from FAC members. Refer to pages 8-11 of the presentation and the web map for the recommendations.

Agency	Comment/Question	Answer (if applicable)
FAC Members		
Maritime Advisory Board	Is there anything in Southeast Alaska that is part of the PFHS?	There is some discrepancy whether Southeast has any mileage in the network. The federal tables do not list any roadways. Some of the state files from FHWA include one segment outside of Juneau that is listed as a PFHS segment. We are working on clarifying that information. CONFIRMATION FROM FHWA after the meeting: The tables should be viewed as the primary reference – there are currently not any PHFS segments in Southeast Alaska.
Maritime Advisory Board	If the Elliott Highway is adopted, that may push other eligible areas outside of consideration. What are the downsides of recommending this?	We are asking for more than Alaska is allocated, and we are not sure which allocation option the federal government will choose. The project team looked at recommending the Seward Highway from Cooper Landing to Seward and the Richardson Highway to Valdez. We are also exploring if it's possible to nominate a portion of the Elliott Highway, without termini.
Alaska Trucking Association	We should consider this recommendation as a function of time and what we can get done. We know which roads really need attention and if we highlight those for this plan, we can prioritize maintenance. Maybe we	These can be redesignated every five years. One of the questions to consider is, does it make sense to apply the priority designation to a roadway and shift it in the future.

Agency	Comment/Question	Answer (if applicable)
	<p>should just designate the sections of the Elliott highway that we know needs improvements.</p>	
<p>Alaska Trucking Association</p>	<p>The Elliott Highway needs work. At the current review level, what would be the second and third place roads that won't be nominated if all the Elliott Highway is nominated? Could we nominate sections of the Elliott?</p>	<p>FHWA will get back to us about the continuity of the network and if a section of a roadway could be nominated. The Seward Highway and the Richardson Highway were looked at as other options.</p>
<p>Maritime Advisory Board</p>	<p>Is there supposed to be a "federal interest" in the PHFS designation? Do we have a list of improvements needed on each eligible road link? Seems that should be a significant part of ranked criteria.</p>	<p>We have not done a sub-corridor level analysis.</p>
<p>MARAD</p>	<p>So, when you talk about the "FHWA" network it is only the Federal Aid network.</p>	
<p>Alaska Trucking Association</p>	<p>The height restriction for the Glenn Highway is the Eagle River bridge and the weight restriction is the Chulitna River bridge outside Wasilla. I'm unsure of the Valdez road conditions. If we can't get freight off the boats in Valdez and into the system, it doesn't matter if the Elliott Hwy is good or not. I don't feel like there's enough information present to make a recommendation.</p>	<p>We are looking at the network as a whole (PFHS, CRFC, CUFC). We were really looking at areas that do not have any federal designation to get additional freight funding. We went through the FAST Planning Freight Corridor plan, AMATS freight plan, and the recommendations made at the last meeting. We were trying to find redundancy in the system, missing links, and where we could build out that freight network.</p>
<p>Maritime Advisory Board</p>	<p>There's no analysis offered as to why one road outranked the other. We don't have enough information to support a recommendation right now.</p>	<p>We discussed this at the last meeting, this meeting's materials were shared in advance, and the Transportation Assessment and the initial Freight Assessment describes all of this in more detail. It may be helpful to move on to the CRFC and CUFC networks to understand how the systems work together.</p>

Agency	Comment/Question	Answer (if applicable)
DOT&PF		
	Who made the recommendations?	The project team took notes from the last FAC meeting, met with DOT&PF, and made recommendations from those conversations. This recommendation is open for discussion.
	It makes sense to include the Elliott Hwy. It has lots of rough surfaces and differential settlement and we hear a lot of complaints from truckers. It is a challenge to keep this road in good shape and it has a number of deferred projects that hopefully will be addressed in the next 10 years. This highway tends to take attention and focus because of ground and climate change issues.	
	The FAC could reject both of the proposed options. It does become part of a national system, so in that sense you're not looking at the designation as problem spots for maintenance. We're looking at does this make sense to be part of the national freight network as opposed to part of the highway.	
	The designation also does not change the amount of funding Alaska receives, correct?	Correct. It just makes another pot of funding available to use.
	Something to note: the more PFHS mileage you have, your allowance for CRFC and CUFC mileage goes up because it's based on PFHS mileage.	

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	Since the FHWA hasn't decided on number of miles, is it one or none? If we ask for 60, could we get 20 or do we lose all 60?	We're working with FHWA to determine how it will work.

CRITICAL URBAN FREIGHT CORRIDOR

The project team proposed recommendations for the CUFC. Refer to page 14 of the presentation and the web map for the recommendations.

Agency	Comment/Question	Answer (if applicable)
FAC Members		
Port of Alaska	The A/C couplet bridge was considered but not recommended. What was the rationale behind that?	It is already a PFHS intermodal connector. It is already A CUFC.
MARAD	There are a lot of state freight plans that don't recognize military movements. There are very distinct military cargo movements in this state. We should give those a bump and recognize that those are important to freight systems.	This is part of the reason Valdez was considered.
Port of Alaska	Brigade movements in and out of Anchorage rarely use the roads. These movements are handled by commercial companies and look like other freight movements. Either comes in backdoor or on rail. Very little need to gum up normal traffic flows with military.	
ARRC	Seems to me you need to connect the Port of Alaska. This includes Ocean Dock Road, A/C Couplet, Whitney	Some of these segments are already included in the PFHS. However, Reeve Blvd between 3 rd and 5 th and

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	Road, Post Road and Reeves Blvd. Muldoon/Tudor needs to be included (H/W route around Anchorage urban Core). Reeve Blvd between 3rd Ave and 5th needs to be included.	Ocean Dock, N. C Street, Whitney Road, and Post Rd make sense and we will explore.
Alaska Energy Authority	Would N. Trunk Rd between the Parks Hwy and E. Bogard qualify? In terms of redundancy, if you designate Palmer Wasilla Highway, Trunk might serve as an alternate route if something happened in the main corridor in Wasilla.	
Maritime Advisory Board	There's a medical facility in that area do redundancy is probably good for public safety.	
DOT&PF		
	This list doesn't include Ingra and Gambell roads. The Seward Highway stops at 40 th Ave.	Ingra and Gambell are already part of the PFHS.

CRITICAL RURAL FREIGHT CORRIDOR

The CRFC has about 10 miles of undesignated roadways. The project team considered but did not recommend any additional CRFC at this time. Refer to page 13 of the presentation for more information about the CRFC.

Agency	Comment/Question	Answer (if applicable)
FAC Members		
Maritime Advisory Board	The whole Southeast region is left out. It's not serviced by Anchorage or the rail belt. You can't get freight moved into the region. I recognize that Southeast is only 10% of	We're somewhat limited by federal rules but we're also going to recommend state corridors that are important and that is where Southeast is going to come in.

Agency	Comment/Question	Answer (if applicable)
	the population and economy, but it should have consideration for strategic movement of freight.	

STATEWIDE MULTI-MODAL PRIORITY FREIGHT NETWORK

The project team proposed recommendations for the Statewide Priority Freight Network. Refer to page 18 of the presentation and the web map for the recommendations.

Agency	Comment/Question	Answer (if applicable)
FAC Members		
Maritime Advisory Board	The Port of Haines should be on the map. The Port is also four miles from town, so the mileage may need to be double-checked.	This is recommended to add to the state system. We'll clarify the mileage.
Aviation Advisory Board	Port Clarence is an important port to be recognized for national security with the Coast Guard, airport, and then the potential for road connectivity between Port Clarence and the highway near Teller or Cape Wooley.	

GENERAL COMMENTS

Agency	Comment/Question	Answer (if applicable)
FAC Members		

Agency	Comment/Question	Answer (if applicable)
Alaska Trucking Association	The map helped tremendously for looking at proposed rural, urban, and statewide networks.	We will send out hard copy maps for comments and review. The updated hard copy mapping is provided as an attachment to this meeting summary.
Maritime Advisory Board	Can you poll us when things are more final? I support the direction and would like clarification from the FHWA about if the PFHS nomination is rejected we lose all miles or can get a portion of a road.	Yes, we will schedule another meeting or do an email poll depending on when we get answers.

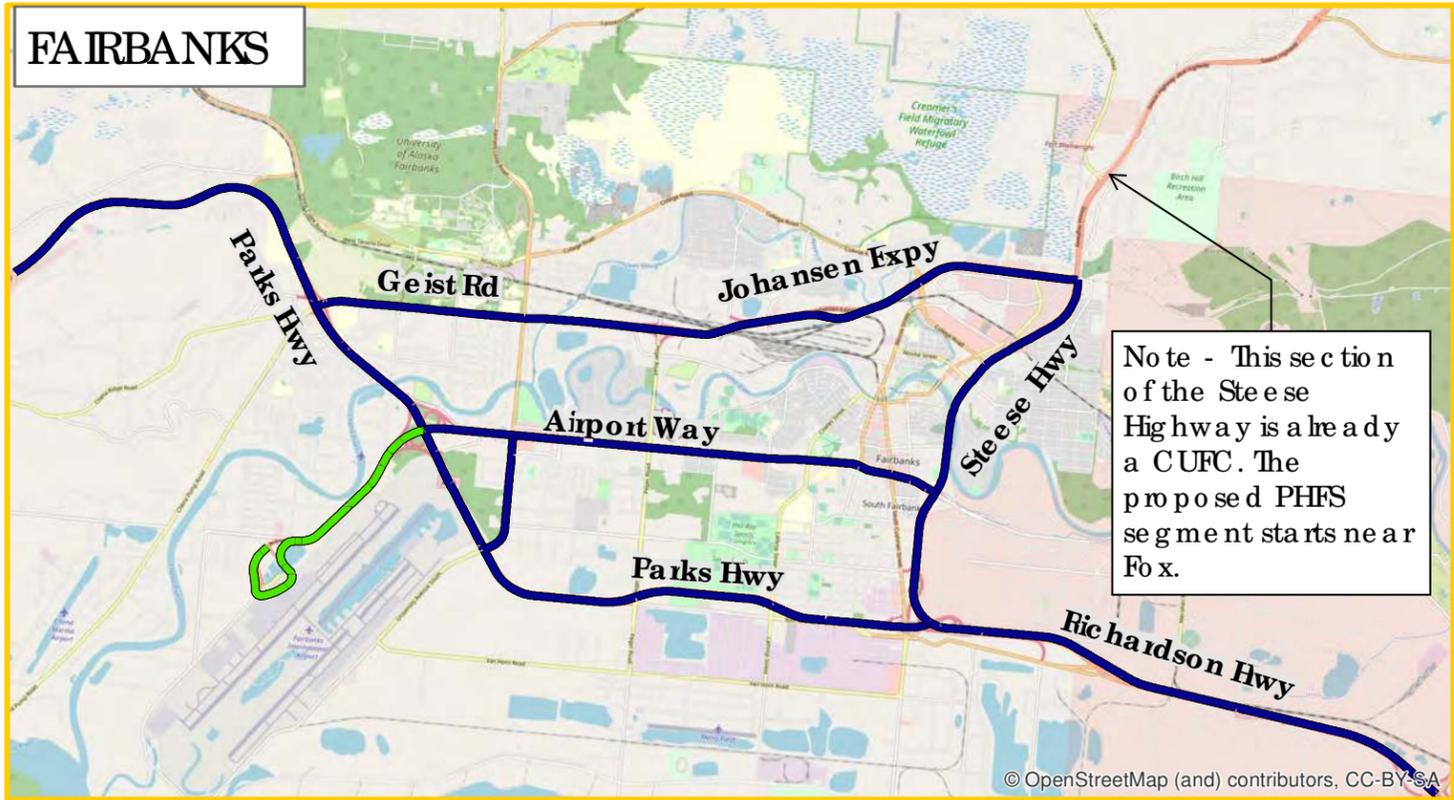
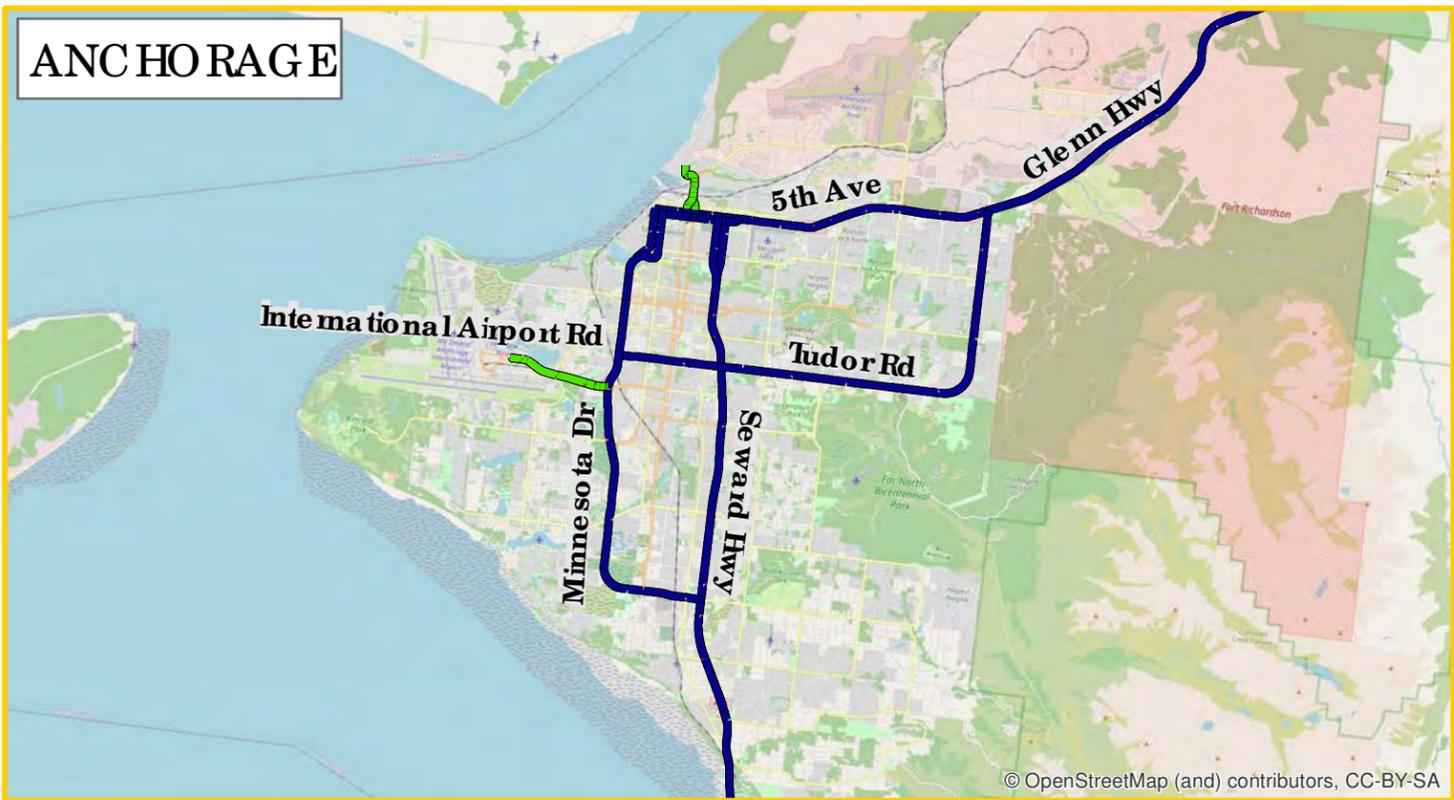
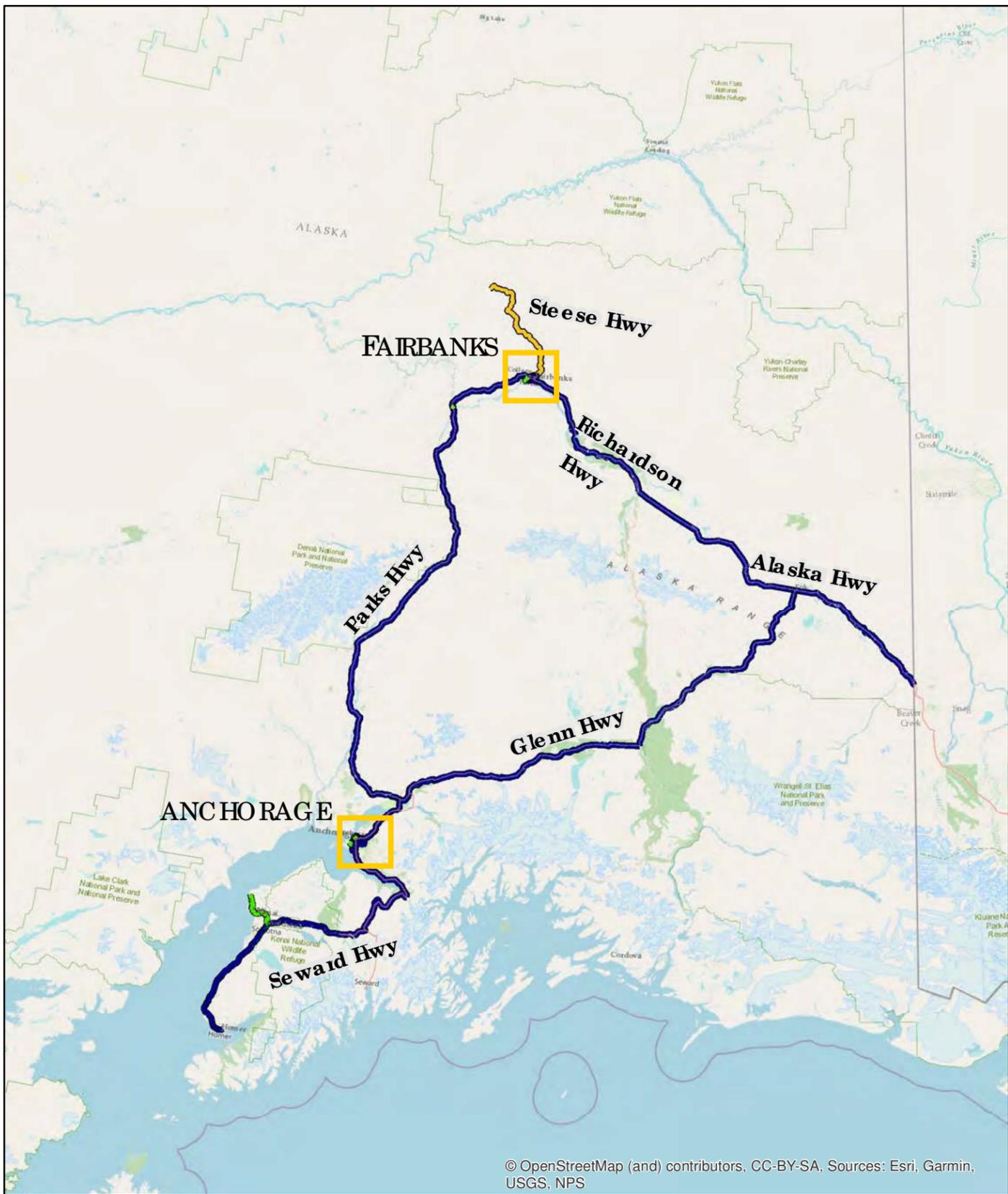
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UPDATED PHFS/CUFC/CRFC MAPPING

BASED ON OCTOBER 13, 2021 FAC DISCUSSION

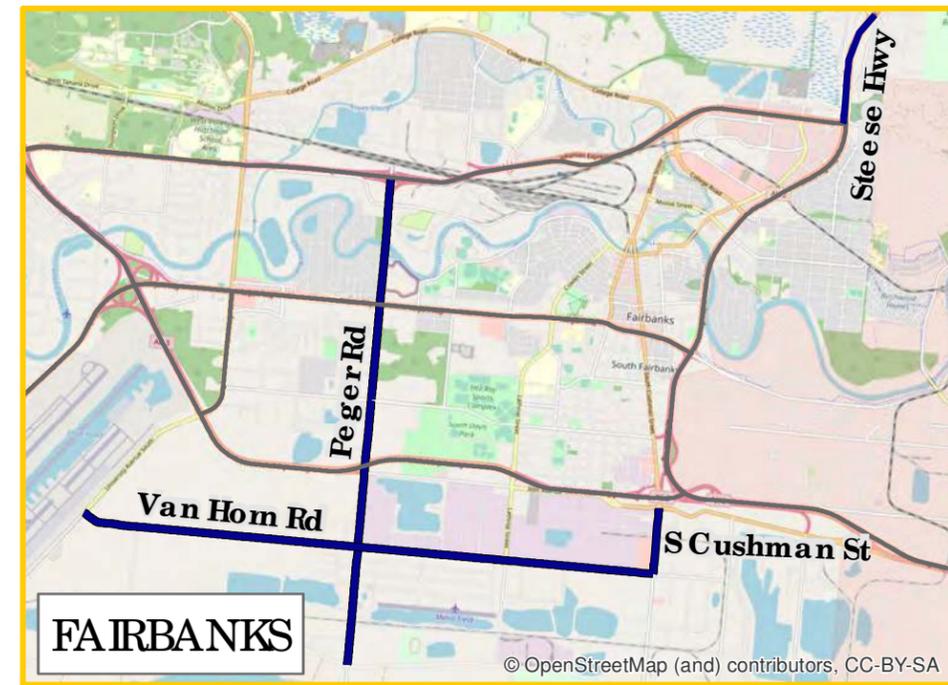
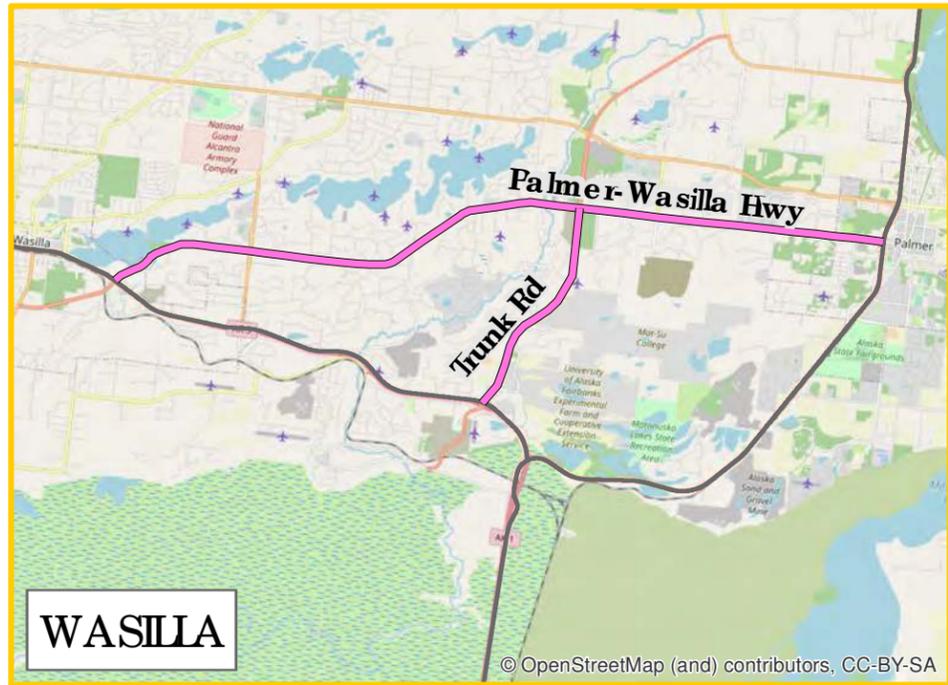
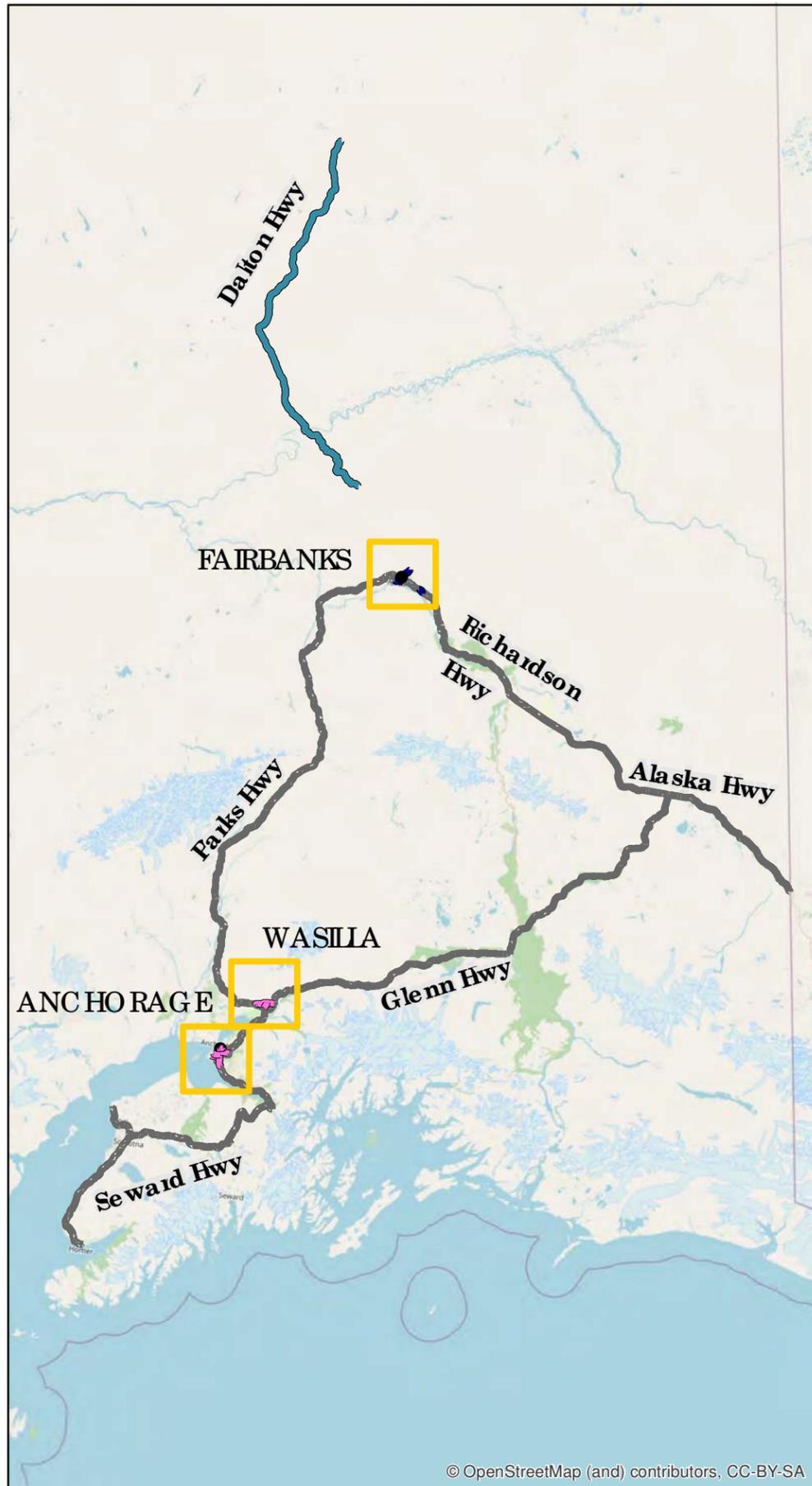


Primary Highway Freight System (PHFS)

Existing and Proposed

Legend

- Existing Intermodal Connectors
- Existing PHFS Routes
- Proposed PHFS Routes



Critical Urban and Rural Freight Corridors

Existing and Proposed

Legend

- Existing CUFCs
- Existing CRFCs
- Existing PHFS Routes
- Proposed CUFCs