



DOT Planning & Program Development Projects, Programs and Partnerships



“Projects, Programs and Partnerships,”

What We'll cover today...

- Project Opportunities
- IIA Implementation – Funding Programs
 - LRTP & New “Family of Plans”
 - “Family of Programs” and Schedule
 - Planning Regulations
- **Partners:** *Building Capacity to Build Alaska*
 - Scan of current process
 - Key challenges & opportunities
 - Discussion



DOT & PF Transportation Plan "Family"

TIER I Plans

Long-Range Transportation Plan

Multimodal Statewide Plan



TIER II Plans

Strategic Investment Plans

From LRTP: (1) Goals, Policies & Actions; (2) Regional Priorities; (3) Information on transportation modes (land, air, sea)
What they do: Line out how we will make investments



TIER III Plans

Modal & System Plans

From LRTP:

- Goals, Policies & Actions
- Modal Key Opportunities

From Strategic & Investment Plans:

- Funding Distribution
- Fiscal Constraint
- Program Objectives & Criteria

TIER IV Plans

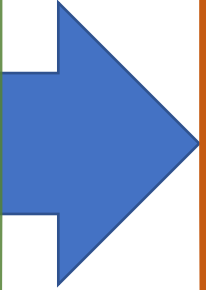
Regional & Area Plans

From LRTP:

- Goals, Policies & Actions
- Transportation Priorities by Region

From Strategic & Investment Plans:

- Funding Distribution
- Fiscal Constraint



Modal Key Opportunities

Examples, Not All-Inclusive

AMHS



Key Opportunities

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



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.



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 IJJA 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.

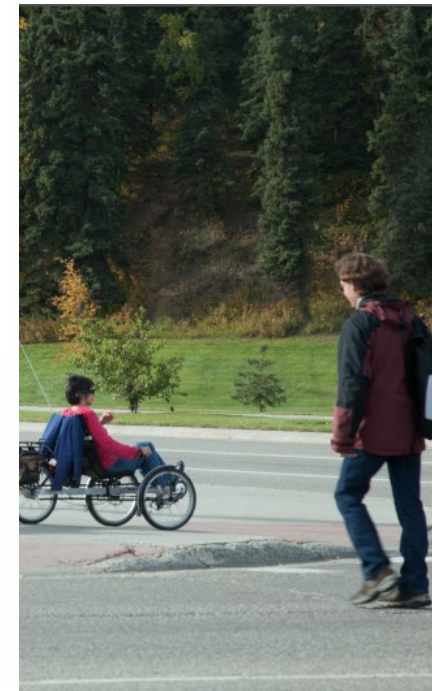


Active Transportation



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.



L RTP GOAL AREAS

OUR “WHAT” – INVESTMENT AREAS

1. Safety
2. Mobility & Access
3. Economic Vitality
4. State of Good Repair
5. Resiliency
6. Sustainable Transportation

OUR “HOW” – FOCUS AREAS

1. Strategic Partners
2. Stewardship of the System
3. Innovation
4. Performance-based Management

A silhouette of a person running on a path, with a dark blue horizontal band across the middle containing the text 'Family of Programs'.

Family of Programs

IJA Programs, Existing & New

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		✓	✓	✓			
PROTECT Grants (discretionary)	✓	✓	✓	✓	✓		✓
Charging and Fueling Infrastructure Program	✓	✓	✓	✓	✓	✓	
Congestion Relief Program	✓	✓	✓				
Bridge Investment Program (discretionary)	✓	✓	✓	✓	✓		✓
Reconnecting Communities Pilot Program	✓	✓	✓	✓			
Rural Surface Transportation Grants	✓		✓	✓			
INFRA	✓	✓	✓	✓	✓		✓
Nat'l Infra. Project Assistance	✓	✓	✓	✓	✓		
Local and Regional Project Assistance	✓	✓	✓	✓	✓	✓	

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





ICE ROADS & SEASONAL ROADS

Cycle	Annually
Timeline	10/17 – Pre-notice 10/24 – NOFO 11/8-9 – Ice Road Symposium 11/11 Applications Due 11/14 Scoring & Evaluation 11/30 Awards
Amount	\$2,000,000
Eligible Activities	Planning, Preparation, Surveying, Ice Road Construction, Maintenance & Operations, Safety Measuring & Observing, Marking, Closures
Eligible Entities	Cities, Villages, Tribes & Political sub-division of government

RESILIENCY & COASTAL PROTECTION PROGRAM

Cycle	Every 2 years
Anticipated NOFO	CY2023 Quarter 2
Funding Amount	\$32,000,000
Eligible Activities	Resiliency Planning Twice-Hit Assets Critical Community Access Evacuation Routes At-Risk Coastal Community Protection
Eligible Entities	Local or community government, Villages, Tribal entities, & Political sub- divisions of government





Rural Ports, Docks & Barge Landings

Cycle	Every 2 years
Anticipated NOFO	CY2023 Quarter 2
Funding Amount	\$27,000,000
Eligible Activities	Rural Ports, Docks, & Barge Landings Rural Coastal Infrastructure
Eligible Entities	Local or community government, Villages, Tribal entities, & Political sub-divisions of government not connected by roads

Community Bridge Investment Program

Cycle	Every 2 years
NOFO	CY2023 Quarter 1
Amount	\$54,000,000
Eligible Activities	Bridges on the National Bridge Inventory (NBI) Replacing Poor Bridges Rehabilitating Fair Bridges Bridge Preservation & Protection Tribally owned bridges on public roads Projects that replace/rehab culverts on the NBI
Eligible Entities	Local or community government, Villages, Tribal entities, & Political sub-divisions of government





Partnerships



Expanding Capacity

Cooperative Partnerships

- **AML MOU**

- Clearinghouse “The HUB”
- AML Hosting NHI Courses

- **AEA MOA**

- NEVI Plan & STEP

- **DNR MOA**

- ASTAR PEL

- **Team-Embedded Consultants**

- **Federal Land Managers**

- **More Local Planning**

- Institute RPO framework; RTPPO statutes
- Coordinate with land-use, ‘Plan for People’

- **Looking for more Partners!**



Discretionary Grants

Examples, not all-inclusive

- **Port Improvement Development Projects**
 - Pelican - \$12,170,374
 - Auke Bay - \$8,714,550
 - Cordova, Chenega, and Tatitlek Port Bundle - \$28,248,386
- **MEGA/INFRA/Rural**
 - TRV - \$194,922,000
 - Cordova, Chenega, and Tatitlek Port Bundle - \$25,109,676
- **NOAA Fish Passage**
 - Three Mile Creek - \$5,614,228
- **Culverts for Anadromous Fish Passage**
 - NOFO just announced!



ALASKA
MUNICIPAL
LEAGUE



TRANSPORTATION & PUBLIC FACILITIES
STATE OF ALASKA

>\$850M Submitted through Partnership

- **Rural Ferry and Low/No Emission Ferry Program**
 - TRV Propulsion - \$85,610,480
 - Mainliner Planning - \$8,591,616
 - Auke Bay, Pelican, and PWS Docks - \$48,164,658
 - Columbia, Tazlina, Matanuska, and Kennecott Vessel Bundle - \$72,065,545
 - Operating - \$44,823,800
- **Bridge Improvement Program**
 - Kodiak Russian and Sargent Rivers – planning - \$1,288,000
 - Ketchikan Ward Creek – construction - \$23,138,428.26
 - Johnson and Gerstle River bundle – construction - \$73,901,504

Regional Rural Transportation Planning:

State Models for Local Consultation, Regional Coordination,
and Regional Transportation Planning Organizations



What works for Alaska?

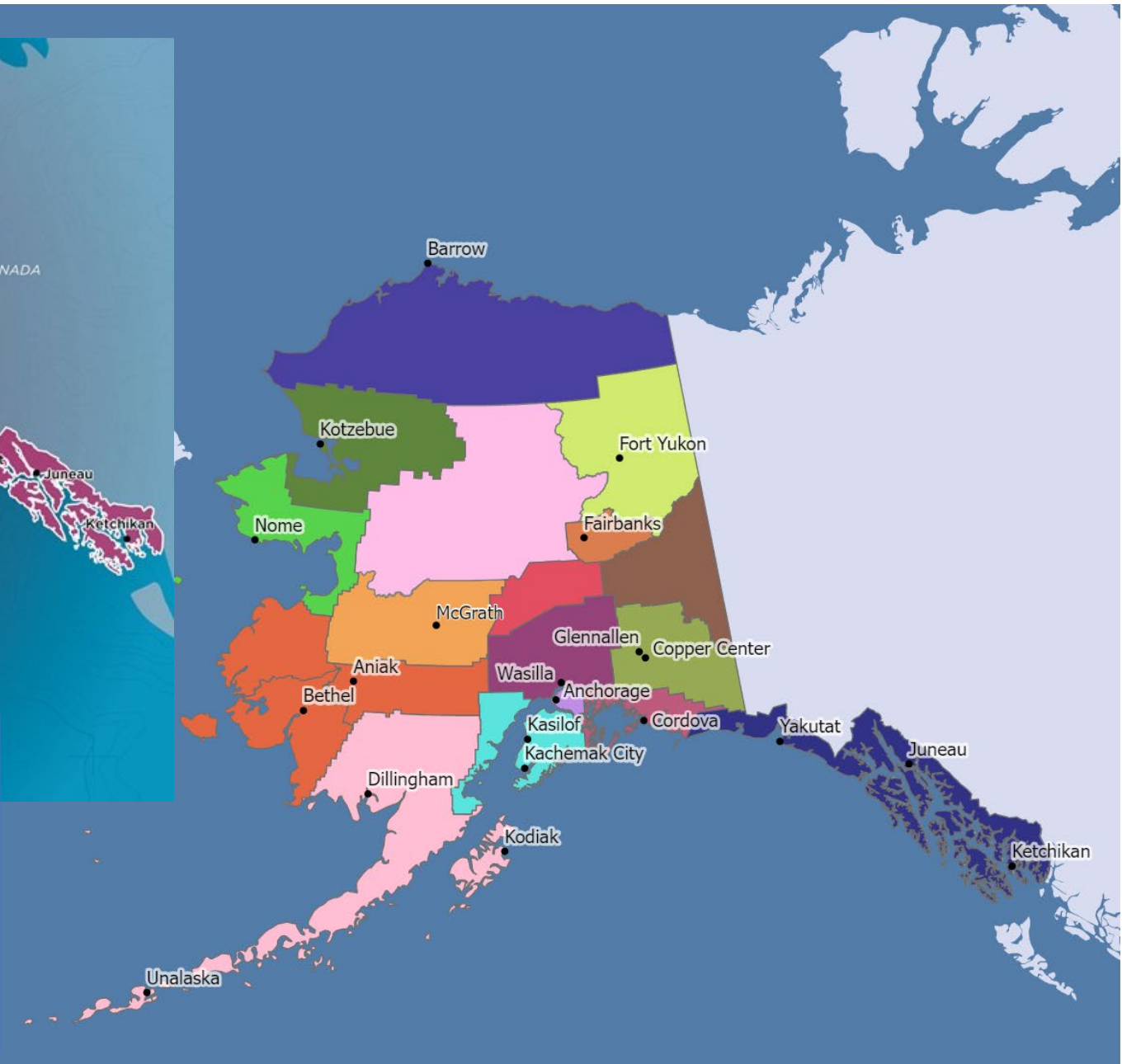
Various structures:

- Regional Transportation Planning Organization
- Regional Planning Commissions
- Regional Councils of Governments
- Regional Planning Councils
- Regional Planning Agencies
- Regional Development Organizations
- Regional Planning Organization*

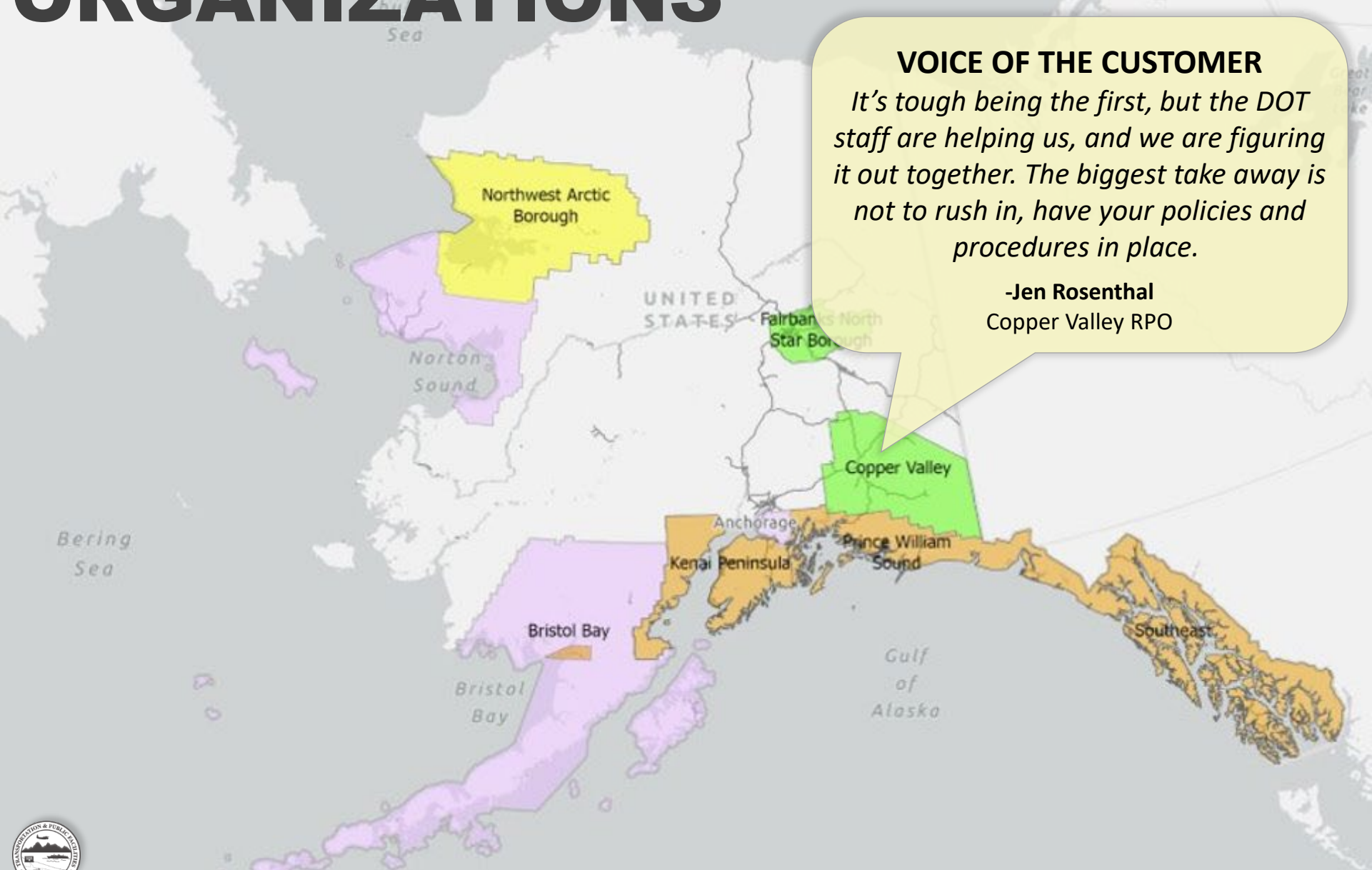
RPO's + ARDORs... Is there a Nexus?



1. Existing Structures
2. Existing Boundaries
3. Land Use Connection?
4. Local Prioritization?
5. Area Plans?



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





Questions?
Thank you!