

ALASKA MOVES 2050

Appendix H - Public & Stakeholder Involvement

June 2022

L RTP

ALASKA STATEWIDE LONG-RANGE
TRANSPORTATION PLAN



ALASKA STATEWIDE LRTP
FREIGHT PLAN



PUBLIC & STAKEHOLDER INVOLVEMENT

This appendix details the meetings, interviews, and outreach events that the DOT&PF facilitated to gather feedback and direction to inform *Alaska Moves 2050*. This appendix is intended to fulfill the stakeholder and public engagement planning requirements outlined by both the federal government and the State of Alaska (detailed in the Compliance Checklist Appendix). This document is organized as follows:

1. [Public Involvement Plan](#)
2. [Public Involvement Event Summaries](#)
 - a. [Outreach Event #1](#)
 - b. [Outreach Event #2](#)
3. [Advisory Committee Meeting Summaries](#)
 - a. [Statewide Transportation Advisory Committee \(STAC\)](#)
 - b. [Statewide Freight Advisory Committee \(FAC\)](#)
 - c. [Scenario Planning Technical Advisory Committee \(TAC\)](#)
4. [Stakeholder Interview Summaries](#)
 - a. [Alaska International Airport System \(AIAS\)](#)
 - b. [AMATS](#)
 - c. [Alaska Marine Highway System \(AMHS\)](#)
 - d. [Alaska Railroad Corporation \(ARC\)](#)
 - e. [Alaska Trucking Association \(ATA\)](#)
 - f. [DOT&PF – Aviation](#)
 - g. [DOT&PF – Budget](#)
 - h. [DOT&PF – Maintenance & Operations – Central Region](#)
 - i. [DOT&PF – Maintenance & Operations – Northern Region](#)
 - j. [DOT&PF – Maintenance & Operations – South Coast Region](#)
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5. [Stakeholder Meeting Summaries](#)
 - a. [Aviation Advisory Board](#)
 - b. [Alaska Regional Development Organizations \(ARDORS\)](#)
 - c. [Governor's Tribal Advisory Council – Transportation Subcommittee](#)
 - d. [DOT&PF Interior Tribal Coordination Group](#)

Part 1 – Public Involvement Plan

LONG-RANGE TRANSPORTATION PLAN & FREIGHT PLAN

ALASKA MOVES 2050: PUBLIC INVOLVEMENT PLAN
February 2021



ALASKA DEPARTMENT
OF TRANSPORTATION
& PUBLIC FACILITIES

LRTP
ALASKA STATEWIDE LONG-RANGE
TRANSPORTATION PLAN

AFP
ALASKA STATEWIDE LRTP
FREIGHT PLAN

Alaska Long-Range Transportation & Freight Plan: Public Involvement Plan

Alaska Moves 2050

Prepared for:

ALASKA DEPARTMENT
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February 2021



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INTRODUCTION

The Public Involvement Plan (PIP) for the Alaska Department of Transportation and Public Facilities (DOT&PF) Statewide Long-Range Transportation Plan/Freight Plan (LRTP/FP) supports DOT&PF's goals to involve the public in the process to improve statewide transportation outcomes.

The primary purpose of the PIP is to foster meaningful engagement of citizens and stakeholder groups so that DOT&PF can prepare Alaska's transportation system for future opportunities and challenges.

This document outlines DOT&PF's public participation methods and goals to develop the LRTP/FP and is consistent with federal and state laws and regulations that emphasize public engagement.

ABOUT THE PLAN

WHAT IS THE PURPOSE OF THE PLAN?

DOT&PF is responsible for developing and implementing an LRTP/FP to include a long-range vision, policies, and implementation actions that will guide Alaska's transportation system for the next 25 years. It provides future direction for Alaska's highways, aviation, transit, rail, marine, bicycle, and non-motorized transportation. The LRTP/FP also guides regional and area planning processes, which identify and prioritize regional solutions and resources required to implement them. This long-range plan will identify transportation needs, policy issues, and statewide investment priorities through 2050.


The LRTP/FP will comprehensively address Alaska's major freight transportation modes, including trucks, air, water, rail, and pipeline. Special attention will be paid to the critical role Alaska's freight system plays in the economy.

The LRTP/FP is being developed using a performance-based planning approach. Performance-based planning is defined by the Federal Highway Administration as "a data driven, strategic approach, providing for public and stakeholder involvement and accountability, in order to make investment and policy decision to attain desired performance outcomes for the multi-modal transportation assessment. The benefits of performance-based planning include:


- Improved decision-making – decisions are data based and therefore, more objective.
- Improved return on investments – investment priorities are linked to system-wide transportation strategic goals and desired outcomes.
- Better accountability and transparency – clear expectations are set about the level of performance that is likely to be achieved with a given level of funding better explaining why and how transportation dollars are spent.
- Improved performance – performance targets (desired outcomes) are set and progress is monitored and measured over time answering the question: Are we achieving our goals?

**IMPLEMENTING
the
DOT&PF
VISION**


DOT&PF FACILITIES




237
Airports




12
Ferries



5,635
Center Line Miles



776
Public Facilities



WHAT IS THE 2050 LRTP?

- A financially-feasible, equitable, and environmentally-sound multimodal transportation plan for Alaska
- A plan that emphasizes performance-based planning to inform policy and programming decisions
- A tool to make project programming and prioritization more streamlined, performance-based, and transparent to DOT&PF stakeholders and the public

PUBLIC INVOLVEMENT PLAN GOALS

DOT&PF is committed to a PIP that achieves the following goals:

TRANSPARENCY & ACCOUNTABILITY:

Provide access to information and opportunities to participate. Stakeholders can track the project process with access to information to better understand the decision-making process.

INFORM:

Inform Alaskans so they can purposefully engage and provide feedback into the LRTP/FP update process.

INNOVATE & LISTEN:

Provide robust and creative opportunities for all Alaskans to engage and provide feedback from the comfort of their own homes at a time convenient to them. Everyone is heard.

EQUITY:

Make everyone feel welcome to participate by providing a variety of opportunities so that traditionally underrepresented and hard-to-reach Alaskans can engage in the LRTP/FP update process.



TRANSPARENCY & ACCOUNTABILITY

- Access to info and opportunities to participate
- Stakeholders can track project info
- Decision-making processes are transparent



INFORM

- Ensure Alaskans have the information to purposefully engage and provide feedback

**GOALS
of the
PIP**



INNOVATE & LISTEN

- Opportunities for engagement and feedback
- Feedback can be provided from home
- Everyone is heard



EQUITY

- Participation open to everyone
- Engagement opportunities for traditionally underrepresented groups

The PIP complies with the following federal and state laws, regulations, and executive orders. It is important to DOT&PF that all people have an equal voice and chance to share their needs and concerns regarding the transportation network.

Federal Planning regulations for statewide public participation (23CFR 450.12). See Appendices.

Title VI & Environmental Justice Review

Title VI of the 1964 Civil Rights Act states that “No person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefit of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”

Executive Order on Environmental Justice (Executive Order 12898, February 11, 1994)

The U.S. Environmental Protection Agency (EPA) defines environmental justice as, “the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.” This executive order makes environmental justice part of each federal agency’s mission. DOT&PF is committed to providing full access to public involvement for all people.

Americans with Disabilities Act (ADA)

It is the policy of DOT&PF that no qualified individual with a disability shall, solely on the basis of their disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any of its programs, services, or activities as provided by Section 504 of the Rehabilitation Act of 1973 and the Americans with Disabilities Act of 1990 (ADA). DOT&PF further assures that every effort will be made to provide nondiscrimination in all of its programs and activities regardless of the funding source, including Federal Transit Administration (FTA), Federal Aviation Administration (FAA), Federal Highway Administration (FHWA), Federal Motor Carrier Safety Administration (FMCSA) and state funds.

State of Alaska Web Content Accessibility

The State of Alaska is committed to serving all Alaskans. Using the Web Content Accessibility Guidelines as a guide, content and services will continue to be improved so that the project website is accessible for everyone. DOT&PF wants content and services to be easy to access, use and understand. If you have trouble using the website, please contact us for help. An alternate format may be available to make content more accessible to you and others.

DOT&PF Non-Metropolitan Local Official Cooperation Process

Regarding the public review draft and updates to the Statewide LRTP/FP, DOT&PF Program Development and Statewide Planning Division Headquarters will directly notify the local government in each organized city and borough using a database provided by the Department of Commerce, Community and Economic Development. Updates will also be announced on GovDelivery.com.

Statewide Transportation Planning (17 AAC 05.135) for Statewide LRTP/FP. See Appendices.

ELEMENTS OF THE PLAN

Assess the State of Alaska's Transportation System

The LRTP/FP project team will complete a state-of-the-state, high-level assessment to determine how the current transportation system is performing and understand statewide trends that will inform a 2050 vision for transportation in Alaska.

Identify Alaska's 2050 Strategic Direction for Transportation

- **Vision, Goals, & Objectives:** Develop a vision, goals, and objectives for the LRTP/FP using a performance-based planning approach that considers the transportation system assessment, trends, risks and opportunities, public engagement, other relevant plans, and applicable regulations.
- **Scenario Planning and Risk Assessment:** Develop three policy and investment options and analyze the associated effects, opportunities, and risks of each option.
- **Financial Analysis:** Analyze how policy actions and infrastructure investments will shape transportation funding needs and statewide economic outcomes (jobs, wages, mobility, accessibility, transportation costs, system efficiency, exports, reliability, and resiliency).

Define How to Achieve and Measure Success

- **Performance Measures:** Develop performance measures based on federal requirements and on the plan's vision, goals, and objectives so the success of policies and investments can be quantified.
- **Implementation Strategies:** Identify financial and policy strategies that will achieve performance measures.
- **Other Means:** Identified during plan development.

Finalize Alaska's Long-Range Transportation & Freight Plan

All information gathered throughout the duration of the project will be compiled into an LRTP/FP for review and approval.





WHY IS IT IMPORTANT TO GET INVOLVED?

All Alaskans use Alaska's transportation system: roads, airports, ferries, rail, transit, and walking and biking facilities. We rely on various modes of transportation every time we travel from place to place. We also rely on transportation to deliver and transport goods throughout the entire state, urban and remote, such as packages to our homes, produce to grocery stores, and fuel for our vehicles, businesses, and homes. Alaska's transportation system should support and improve the quality of life for communities.

To better understand transportation needs, DOT&PF strongly encourages you to get involved during the update of this LRTP/FP. When you get involved, you can make a meaningful difference in the transportation system for yourself and other Alaskans. Your needs and the needs of your community are a very important part of this planning process. With your participation and collaboration with staff and other stakeholders, we can continue to sustain and improve Alaska's transportation system, our economy, and the quality of life we all enjoy.

HOW TO GET INVOLVED

Below is a description of **HOW** and **WHEN** you can get involved in each element of the LRTP/FP. A complete description of the public involvement strategies and tools used in each step can be found on page 11.

 <p>Learn about the Existing State of Alaska's Transportation System and Share Your Needs</p> <p>WHEN: April 2021</p> <p>HOW:</p> <ul style="list-style-type: none"> • Take the Survey • Sign up for Updates • Visit the Website • Read FAQs • Virtual Activities • Be a Community Champion • Attend a Presentation • Call or Email Us! 	 <p>Provide Input on Alaska's 2050 Strategic Direction for Transportation</p> <p>WHEN: November 2021</p> <p>HOW:</p> <ul style="list-style-type: none"> • Visit the Website • Review FAQs • Virtual Activities • Talk with a Champion • Attend a Presentation • Call or Email Us! 	 <p>Help Prioritize Investments and How to Achieve and Measure Success</p> <p>WHEN: April 2022</p> <p>HOW:</p> <ul style="list-style-type: none"> • Visit the Website • Virtual Activities • Talk with a Champion • Attend a Presentation • Call or Email Us! 	 <p>Provide Input on the Draft Alaska's Long-Range Transportation & Freight Plan</p> <p>WHEN: August 2022</p> <p>HOW:</p> <ul style="list-style-type: none"> • Visit the Website • Virtual Activities • Talk with a Champion • Attend a Presentation • Call or Email Us! • Submit Written Comments
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Visit the Project Website

Visit www.alaskamoves2050.com for the most up-to-date project information.

Sign Up for DOT&PF News and Updates via GovDelivery

Visit the DOT&PF homepage at www.dot.alaska.gov and sign up to receive project news and updates. After entering your email address, scroll down to "Plans, Long Range" and check the box for "Alaska Statewide Long-Range Transportation & Freight Plan."

WHAT HAPPENS AFTER I GET INVOLVED?

DOT&PF will periodically review the effectiveness of the public involvement methods throughout the PIP's implementation and make necessary adjustments to ensure the goals are being achieved. The project team will produce a comprehensive report to document public involvement for the LRTP/FP. The report will present an overview of outreach activities, evaluate the effectiveness of these activities against the goals identified for this plan, and summarize all the public and stakeholder feedback received. The results will be shared prior to the finalization of the LRTP/FP.



KEY PROJECT STAKEHOLDERS

To achieve the goals of the PIP, it is necessary to identify and connect with a wide diversity of stakeholders, including individual Alaska residents, community organizations, business groups, tribal organizations, agencies, and other alliances and associations. It is essential to connect with those who have a considerable investment in transportation issues and can offer valuable input and feedback in the planning process. This process also includes regular coordination with metropolitan planning organizations (MPOs), non-metro local governments, tribal governments, and state and federal agencies.

The project team will maintain and update a stakeholder contact list throughout the public involvement process. A list of project stakeholders can be found in the Appendix.

If you do not see your group or organization's name on the list and want to be involved, please reach out to the project team at 907-223-0136 or holly@huddleak.com.

Advisory Committees

The LRTP/FP public involvement process will develop committees and topic group experts and engage state advisory committees (stakeholder groups) for collaboration and coordination. The following stakeholder groups will help guide the development of the LRTP/FP.

- **Statewide Long-Range Transportation Plan Advisory Committee (STAC)**—STAC members will be appointed by the DOT&PF Commissioner, and are intended to equitably represent regions, MPOs, transportation modes, partners, and other experts. The STAC will be involved at key milestones throughout the process. A complete list of the STAC membership is available in the Appendix.
- **Statewide Freight Advisory Committee (FAC)**—Members of the FAC will include the Anchorage Metropolitan Area Transportation Solutions (AMATS) members as well as additional members appointed by the Commissioner. The FAC will be involved at key milestones throughout the planning process. A complete list of the FAC membership is available in the Appendix.
- **Topic Groups**—Technical stakeholders with specialized expertise will participate in focused work sessions to inform scenario planning and freight planning tasks.
- **Existing State Advisory Groups**—Existing organized advisory groups will be used to obtain feedback on transportation elements at specific milestones related to their areas of focus. Example groups may include the Alaska Transportation Working Group, Alaska Marine Highway Reshaping Work Group, Aviation Advisory Board, Marine Transportation Advisory Board, Roads and Highways Advisory Board, and Alaska Railroad Board. Many of these meetings are public. Please visit the project website to stay up to date on the meeting schedule.

Tribal Consultation & Coordination

DOT&PF is committed to early, meaningful, and ongoing consultation and collaboration with Alaska Tribal Governments and Alaska Native communities and organizations throughout the planning process. It is important to listen and understand the views, recommendations, and priorities of Alaska Tribal Governments to ensure that transportation policy and investment decisions reflect Alaska Native values and interests.

During the development of the LRTP/FP, DOT&PF will issue a formal invitation to tribal administrators to participate in the planning process, the team will conduct information sessions at two Governor's Tribal Advisory Council Transportation meetings, participate in regional Tribal Coordination Committee meetings, provide a 45-day review period, and nominate Alaska Native representation on the STAC and FAC.

PUBLIC INVOLVEMENT STRATEGIES & TOOLS

Engaging the Public During a Pandemic

Due to public health and social distancing requirements, the public involvement strategy for this project is entirely virtual. A diverse range of public involvement tools will be used to ensure that all stakeholders can participate in a meaningful way using the method most comfortable for them.

Interactive Project Website

The LRTP/FP project website will be highly interactive. The website will have the required look and feel of DOT&PF project sites, will host basic project information typically found on websites (FAQs, schedule, documents, meeting information, project contacts), and will also be the home base for a full spectrum of engagement tools including self-guided virtual meeting activities, e-notifications, forums, Q&As, simple polls, a survey, and informative videos. Visit the project website at www.alaskamoves2050.com.

Virtual Public Engagement Events

The project team will develop three self-guided outreach activities (Project Kickoff, Scenario Planning, Draft LRTP/FP) and post them to the website to present project information and gather feedback from the community. In addition, the team will host three virtual meetings that will include a short presentation followed by time for questions and answers.

Visualization Techniques: FAQ/Fact Sheets

The project team will develop fact sheets and infographics with the LRTP/FP project overview and schedule to disseminate electronically and use at transportation fairs. Up to 300 (100 per fact sheet) hard copies will be printed and the project team will work with DOT&PF on mailing and distributing the fact sheets to key rural communities/public stakeholders.

E-notifications

E-notifications will be sent to members of the project email list using govdelivery.com to provide helpful information on the project, virtual meetings, events, and opportunities for involvement. Visit the DOT&PF homepage at www.dot.alaska.gov and sign up to receive project news and updates. After entering your email address, scroll down to “Plans, Long Range” and check the box for “Alaska Statewide Long-Range Transportation & Freight Plan.”

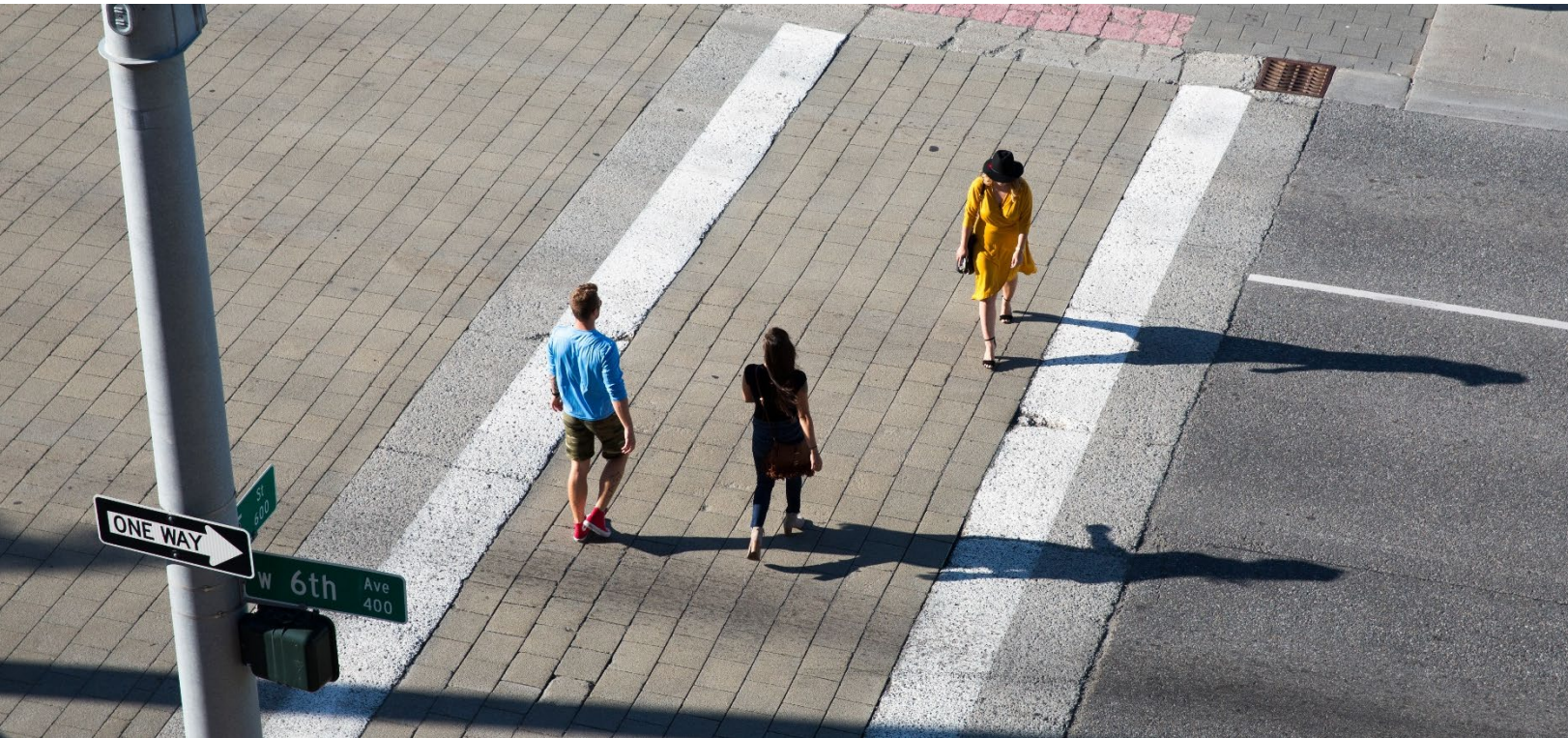
Social Media

The team will use Facebook to extend outreach to a large and diverse group of Alaskans. For example, Facebook, Facebook Live, Facebook Alerts, and Facebook ads have been used successfully across the state within small communities and in villages with limited internet access. Short messages will be developed and deployed using Facebook at important project milestones.

Leverage Local Knowledge Networks in Key Communities

Dozens of local champions all over Alaska will be contacted to partner and assist in sharing news about the project, including neighborhood leaders, community-based organizations, senior centers, schools, health centers, non-profits, churches, and organizations that represent marginalized Alaskans. Local champions will broaden the outreach effort with familiar community members to collect necessary feedback for the LRTP/FP. In addition to communities with MPOs (Anchorage, Fairbanks), key communities for targeted outreach include, but are not limited to, the following:

- Homer
- Seward
- Valdez
- Glenallen
- Healy/McKinley Park
- Cantwell
- Bethel
- Kotzebue
- Utqiagvik
- Kodiak
- Unalaska
- Nome
- Ketchikan
- Juneau
- Mat-Su
- Cordova
- Kenai/Soldotna
- Dillingham



DO YOU NEED ASSISTANCE TO PARTICIPATE?

If you need help getting involved in statewide transportation planning and programming, please let DOT&PF know. DOT&PF is committed to offering full access to transportation planning processes for all who use its services and resources. This includes all people regardless of their disability, race, color, religious creed, sex, national origin, income, or limited English proficiency (LEP).

DOT&PF helps you get involved by providing inclusive resources. Anyone who requires an auxiliary aid or service for effective communication, documents in alternative formats or languages, or requires a modification of policies or procedures to participate in a program, service, or activity of DOT&PF, should contact us.

David Newman

State ADA Coordinator
Alaska Department of Administration
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APPENDIX A: FEDERAL AND STATE REGULATIONS

Federal Regulations

FAST Act Applicable Section(s) for Public Involvement 23 CFR 450.210(a)

In carrying out the statewide transportation planning process, including development of the long-range statewide transportation plan and the STIP, the State shall develop and use a documented public involvement process that provides opportunities for public review and comment at key decision points.

The State's public involvement process at a minimum shall:

1. Establish early and continuous public involvement opportunities that provide timely information about transportation issues and decision-making processes to individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, private providers of transportation (including intercity bus operators), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, providers of freight transportation services, and other interested parties;
 - a. Provide reasonable public access to technical and policy information used in the development of the long-range statewide transportation plan and the STIP;
 - b. Provide adequate public notice of public involvement activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed long-range statewide transportation plan and STIP;
 - c. To the maximum extent practicable, ensure that public meetings are held at convenient and accessible locations and times;
 - d. To the maximum extent practicable, use visualization techniques to describe the proposed long-range statewide transportation plan and supporting studies;
 - e. To the maximum extent practicable, make public information available in electronically accessible format and means, such as the World Wide Web, as appropriate to afford reasonable opportunity for consideration of public information;
 - f. Demonstrate explicit consideration and response to public input during the development of the long-range statewide transportation plan and STIP;
 - g. Include a process for seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services; and
 - h. Provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as appropriate.
2. The State shall provide for public comment on existing and proposed processes for public involvement in the development of the long-range statewide transportation plan and the STIP. At a minimum, the State shall allow 45 calendar days for public review and written comment before the procedures and any major revisions to existing procedures are adopted. The State shall provide copies of the approved public involvement process document(s) to the FHWA and the FTA for informational purposes.

3. With respect to the setting of targets, nothing in this part precludes a State from considering comments made as part of the State's public involvement process.

The State shall provide for nonmetropolitan local official participation in the development of the long-range statewide transportation plan and the STIP.

4. The State shall have a documented process(es) for cooperating with nonmetropolitan local officials representing units of general purpose local government and/or local officials with responsibility for transportation that is separate and discrete from the public involvement process and provides an opportunity for their participation in the development of the long-range statewide transportation plan and the STIP.
 - a. At least once every 5 years, the State shall review and solicit comments from nonmetropolitan local officials and other interested parties for a period of not less than 60 calendar days regarding the effectiveness of the cooperative process and any proposed changes.
 - b. The State shall direct a specific request for comments to the State association of counties, State municipal league, regional planning agencies, or directly to nonmetropolitan local officials. Although the FHWA and the FTA shall not review or approve this cooperative process(es), the State shall provide copies of the process document(s) to the FHWA and the FTA for informational purposes.
 - c. The State, at its discretion, is responsible for determining whether to adopt any proposed changes. If a proposed change is not adopted, the State shall make publicly available its reasons for not accepting the proposed change, including notification to nonmetropolitan local officials or their associations.
5. For each area of the State under the jurisdiction of an Indian Tribal government, the State shall develop the long-range statewide transportation plan and STIP in consultation with the Tribal government and the Secretary of the Interior. States shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with Indian Tribal governments and Department of the Interior in the development of the long-range statewide transportation plan and the STIP.
6. To carry out the transportation planning process required by this section, a Governor may establish and designate RTPOs to enhance the planning, coordination, and implementation of the long-range statewide transportation plan and STIP, with an emphasis on addressing the needs of nonmetropolitan areas of the State.
 - a. If a State chooses not to establish or designate an RTPO, the State shall consult with affected nonmetropolitan local officials to determine projects that may be of regional significance.

State Regulations

State of Alaska Public Involvement Requirements for Statewide LRTP/FP (17 AAC 05.135, 140, 145, 150)

17 AAC 05.135. PUBLIC PARTICIPATION IN THE STATEWIDE TRANSPORTATION PLANNING PROCESS.

(a) To give notice of a proposed update to the statewide transportation plan and invite persons to participate in a public review group to be formed under 17 AAC 05.140, the department will

- (1) publish the notice in a newspaper of general circulation;
- (2) provide Written notice to interested persons and incumbent state legislators; and

(3) post the notice on the Alaska Online Public Notice System established under AS 44.62.175.

(b) In a notice provided under (a) of this section, the department will set out

- (1) a summary of parts of the plan to be updated;
- (2) a summary of the scope of the updated plan;
- (3) the general plan for public participation activities; and
- (4) a means of contacting the department by providing
 - (A) a mailing address;
 - (B) a toll-free telephone number;
 - (C) a toll-free fax number;
 - (D) an electronic mail address; and
 - (E) a telephone number to allow participation by the hearing impaired;

(c) With a notice provided under (a)(2) of this section, the department will provide one or more of the following:

- (1) a postcard that the recipient can mail back to request further inclusion in the planning process;
- (2) a brief questionnaire soliciting comments regarding the existing plan, proposals or changes to the plan, and suggestions for improving public involvement;
- (3) a means, other than a means described in (1) or (2) of this subsection, for persons to provide immediate comments.

17 AAC 05.140. METHODS FOR RECEIVING PUBLIC INPUT.

(a) Not less than 45 days after notice is first published under 17 AAC 05.135(a)(1) of a proposed update to the statewide transportation plan, the department will form a public review group for the proposed update to the plan. In the public review group the department will include any person that

- (1) responded under 17 AAC 05.135(c); or
- (2) requests inclusion in the review process.

(b) The department will give members of a public review group written notice of all materials prepared during the update of the statewide transportation plan. In that notice, the department will state that copies of any specific documents are available upon request, and will identify any web site where documents are posted.

(c) A person may comment upon the proposed update to the statewide transportation plan by

- (1) responding to a questionnaire provided under 17 AAC 05.135(c)(2);
- (2) contacting the department staff by a means identified under 17 AAC 05.135(b)(4); or
- (3) submitting comments at a public meeting conducted by the department on the revision of the statewide transportation plan.

(d) For any update of the statewide transportation plan, the department will conduct at least one public meeting to solicit comments from members of the public and interested persons. The department will provide notice of a public meeting in a manner that the department considers effective to notify affected communities and members of the public who are expected to attend.

(e) After considering public comments, the department will issue a draft statewide transportation plan. The commissioner may appoint a public advisory committee, with at least six members whom the commissioner considers representative of community or transportation interests, to review the public comments received under (c) and (d) of this section and recommend options for policy development or strategies for inclusion in the updated plan.

17 AAC 05.145. PUBLIC REVIEW OF THE DRAFT PLAN.

(a) The department will provide written notice to interested persons and members of the public review group formed under 17 AAC 05.140 that the draft statewide transportation plan is available on request, and will identify a web site where the plan is posted. The department will distribute copies to municipal public libraries.

(b) The department will include a questionnaire with each copy of the draft statewide transportation plan that solicits comments regarding the draft plan. The department will conduct at least one public meeting to solicit comments from members of the public and interested persons on the draft statewide transportation plan. The department will provide notice of a public meeting in a manner that the department considers effective to notify affected communities and members of the public who are expected to attend.

(c) The department will set a public review and comment period for the draft statewide transportation plan of at least 45 days, commencing three days after notice of the availability of the draft statewide transportation plan is released to interested persons and the public review group.

(d) The department will make available upon request comments received during the public comment period and the department's responses to those comments.

17 AAC 05.150. ADOPTION OF THE STATEWIDE TRANSPORTATION PLAN.

(a) Not more than 90 days after the end of the public review period for the draft transportation plan under 17 AAC 05.145, the commissioner, after considering the public comments received, will adopt an updated statewide transportation plan that serves the best interests of the state. The commissioner may extend the date for the adoption of the updated statewide transportation plan an additional 120 days.

(b) Within 15 days after adoption of the updated statewide transportation plan by the commissioner, the department will provide written notice of the adoption to interested persons, the public review group formed under 17 AAC 05.140, and any public advisory committee appointed under 17 AAC 05.140(e).

(c) When the commissioner adopts a printed document or map as a component of the statewide transportation plan, the department will include an adoption page bearing the signature of the commissioner and date of adoption. Each page and map must bear the notation "An approved component of the Alaska Statewide Transportation Plan" followed by the month, day, and year of the commissioner's adoption of the entire document.

Statewide Freight Advisory Committee (FAC): TBD

Name	Organization/Department/Specialty	Position/Title

APPENDIX C: ALASKA METROPOLITAN PLANNING ORGANIZATIONS

Anchorage

Anchorage Metropolitan Area Transportation Solutions, AMATS

4700 Elmore Road

Anchorage, AK 99507

MPO Coordinator – Craig Lyon

907-343-7996

amatsinfo@anchorageak.gov

Fairbanks

Fairbanks Area Surface Transportation Planning, FAST

100 Cushman Street

Suite 205

Fairbanks, AK 99701

MPO Executive Director – Jackson Fox

907-205-4276

jackson.fox@fastplanning.us

Mat-Su

Mat-Su Metropolitan Planning Organization Coordination

Following the 2020 census, the Mat-Su's Core Population will likely be designated as a Census Urbanized Area and will subsequently trigger the need for a Metropolitan Planning Organization (MPO). Planning and coordination is currently underway.

Point of Contact: Kim Sollien, Planning Manager, Mat-Su Borough

907-861-8514

matsuMPO@gmail.com

APPENDIX D: NON-METROPOLITAN LOCAL OFFICIALS

From the Non-Metropolitan Local Official Cooperation Process **DRAFT** (December 2020).

Specific to the Statewide LRTP/FP and area transportation plan updates:

Regarding updates to the Statewide LRTP/FP, DOT&PF Program Development and Statewide Planning Division Headquarters will directly notify the local government in each organized city and borough using database provided by Department of Commerce, Community and Economic Development and also announce the availability of this information on GovDelivery.com.

Regarding updates to an area transportation plan, DOT&PF Planning Field Offices will directly notify local government in each organized city and borough within the planning area using database provided by Department of Commerce, Community and Economic Development and also coordinate with Division Headquarters to announce the availability of this information on GovDelivery.com.

DOT&PF Program Development and Statewide Planning Division Headquarters will ensure representation on each plan's advisory committee, if any advisory committee is employed for the plan development, from one or more individuals currently serving in the capacity of non-metropolitan local government official. Additionally, during plan update efforts, DOT&PF will pursue opportunities to give presentations at regular annual gatherings of local government officials such as Alaska Municipal League Local Government Conference and regional economic development organization summits appropriate to the particular area transportation plan. Presentations regarding statewide transportation plans will be coordinated by Division Headquarters and presentations regarding area transportation plans will be coordinated by the appropriate Planning Field Office(s).

Cities and boroughs impacted by an area transportation plan update will be informed by their Planning Field Office so that the officials have opportunity to evaluate and comment on the impacts to their community during the public review period. This notification will give a deadline for comments (usually 30 days from public notice) so that they can be considered prior to approval of the final plan. The appropriate Planning Field Office will announce on GovDelivery.com the availability of response to comments on the DOT&PF or plan update website along with link.

Non-Metro Local Govt.	Non-Metro Local Govt.	Non-Metro Local Govt.	Non-Metro Local Govt.
City of Adak	City of Fort Yukon	City of Manokotak	City of Savoogna
City of Akhiok	City of Galena	City of Marshall	City of Saxman
City of Akiak	City of Gambell	City of McGrath	City of Scammon Bay
City of Akutan	City of Golovin	City of Mekoryuk	City of Selawik
City of Alakanuk	City of Goodnews Bay	Metlakatla	City of Seldovia
City of Aleknagik	City of Grayling	City of Mountain Village	City of Seward
City of Allakaket	City of Gustavus	Bristol Bay Borough	City of Shageluk
City of Ambler	Haines Borough	City of Napakiak	City of Shaktoolik
City of Anaktuvuk Pass	Denali Borough	City of Napaskiak	City of Shishmaref
City of Anderson	City of Holy Cross	City of Nenana	City of Shungnak
City of Angoon	City of Homer	City of New Stuyahok	City and Borough of Sitka
City of Aniak	City of Hoonah	City of Newhalen	Municipality of Skagway
City of Anvik	City of Hooper Bay	City of Nightmute	Kenai Peninsula Borough
City of Atkasuk	City of Houston	City of Nikolai	City of Soldotna
City of Bethel	City of Hughes	City of Nome	City of St. George
City of Bettles	City of Huslia	City of Nondalton	City of St. Mary
City of Brevig Mission	City of Hydaburg	City of Noorvik	City of St. Michael
City of Buckland	City and Borough of Juneau	City of North Pole	City of St. Paul
City of Chefornak	City of Kachemak	City of Nuiqsut	City of Stebbins
City of Chevak	City of Kake	City of Nulato	City of Tanana
City of Chignik	City of Kaktovik	City of Nunam Iqua	City of Teller
City of Chuathbaluk	City of Kaltag	City of Nunapitchuk	City of Tenakee Springs
City of Clark's Point	City of Kasaan	City of Old Harbor	City of Thorne Bay
City of Coffman Cove	City of Kenai	City of Ouzinkie	City of Togiak
City of Cold Bay	City of Ketchikan	City of Palmer	City of Toksook Bay
City of Cordova	Ketchikan Gateway Borough	Matanuska-Susitna Borough	City of Unalakleet
City of Craig	City of Kiana	City of Pelican	City of Unalaska
City of Deering	City of King Cove	City of Kupreanof	City of Upper Kalskag
City of Delta Junction	Lake and Peninsula Borough	Petersburg Borough	North Slope Borough
City of Dillingham	City of Kivalina	City of Pilot Point	City of Utqiagvik
City of Diomede	City of Klawock	City of Pilot Station	City of Valdez
City of Atka	City of Kobuk	City of Platinum	City of Wales
City of Eagle	Kodiak Island Borough	City of Point Hope	City of Wasilla
City of Edna Bay	City of Kodiak	City of Port Alexander	City of Whale Pass
City of Eek	City of Kotlik	City of Port Heiden	City of White Mountain
City of Egegik	City of Kotzebue	City of Port Lions	City of Whittier
City of Ekwok	Northwest Arctic Borough	City of Quinhagak	City and Borough of Wrangell
City of Elim	City of Koyuk	City of Ruby	City and Borough of Yakutat
City of Emmonak	City of Koyukuk	City of Russian Mission	
Fairbanks North Star Borough	City of Larsen Bay	Aleutians East Borough	
City of False Pass	City of Lower Kalskag	City of Sand Point	

APPENDIX E: TRIBAL COORDINATION

Throughout the project, DOT&PF will be coordinating with the following Tribal Organizations.

Tribes			
Afognak	Cheesh-Na	Gakona	Kivalina
Agdaagux	Chefornak	Galena	Klawock
Akhiok	Chenega	Gambell	Kluti-Kaah
Akiachak	Chevak	Georgetown	Knik
Akiak	Chickaloon	Goodnews Bay	Kobuk
Akutan	Chignik Bay	Grayling	Kokhanok
Alakanuk	Chignik Lagoon	Gulkana	Kongiganak
Alatna	Chignik Lake	Hamilton	Kotlik
Aleknagik	Chilkat	Healy Lake	Kotzebue
Algaaciq	Chilkoot	Holy Cross	Koyuk
Allakaket	Chinik	Hoonah	Koyukuk
Ambler	Chitina	Hooper Bay	Kwethluk
Anaktuvuk Pass	Chuathbaluk	Hughes	Kwigillingok
Andreafski	Chuloonawick	Huslia	Kwinhagak
Angoon	Circle	Hydaburg	Larsen Bay
Aniak	Clarks Point	ICAS	Levelock
Anvik	Council	Igiugig	Lime
APIA	Craig	Iliamna	Lower Kalskag
Arctic Village	Crooked Creek	Iqugmiut	Maniilaq
Asa'carsarmiut	CRRC	Ivanof Bay	Manley Hot Springs
ASNA	Curyung	Kaguyak	Manokotak
Atka	Deering	Kake	Marshall
Atmautluak	Diomedea	Kaktovik	Mary's Igloo
Atkasuk	Dot Lake	Kalskag (Upper)	McGrath
AVCP	Douglas	Kaltag	Mekoryuk
Barrow	Eagle	KANA	Mentasta
BBNA	Eek	Kanatak	Minto
Beaver	Egegik	Karluk	Naknek
Belkofski	Eklutna	Kasaan	Nanwalek
Bill Moore's Slough	Ekuk	Kasigluk	Napaimute
Birch Creek	Ekwok	Kawerak	Napakiak
Brevig Mission	Elim	Kenaitze	Napaskiak
BSFA	Emmonak	Ketchikan	Nelson Lagoon
Buckland	Evansville	Kiana	Nenana
Cantwell	Eyak	King Island	New Koliganek
CCHITA	False Pass	King Salmon	New Stuyahok
Chalkyitsik	Gwichyaa Zhee Gwich'in	Kipnuk	Newhalen

Tribes			
Newtok	Pedro Bay	Savoonga	Tatitlek
Nightmute	Perryville	Saxman	Tazlina
Nikolai	Petersburg	Scammon Bay	TCC
Nikolski	Pilot Point	Selawik	Telida
Ninilchik	Pilot Station	Seldovia	Teller
Noatak	Pitka’s Point	Shageluk	Tetlin
Nome	Platinum	Shaktoolik	Togiak
Nondalton	Point Hope	Shishmaref	Tuluksak
Noorvik	Point Lay	Shungnak	Tuntutuliak
Northway	Port Graham	Sitka	Tununak
Nuiqsut	Port Heiden	Skagway	Twin Hills
Nulato	Port Lions	Sleetmute	Tyonek
Nunakauyarmiut	Portage Creek	Solomon	Ugashik
Nunam Iqua	Qagan Tayagungin	South Naknek	Umkumiut
Nunapitchuk	Qawalangin	Stebbins	Unalakleet
Ohogamiut	Rampart	Stevens Village	Unga
Old Harbor	Red Devil	Stony River	Venetie
Orutsarmiut	Ruby	Sun’aq	Wainwright
Oscarville	Saint George	Takotna	Wales
Ouzinkie	Saint Michael	Tanacross	White Mountain
Paimiut	Saint Paul	Tanana	Yakutat
Pauloff Harbor	Salamatof	Tangirnaq	

Part 2 – Public Involvement Event Summaries

Outreach Event #1

LONG-RANGE TRANSPORTATION PLAN & FREIGHT PLAN

ALASKA MOVES 2050: SURVEY REPORT

September 2021



ALASKA DEPARTMENT
OF TRANSPORTATION
& PUBLIC FACILITIES

Alaska Long-Range Transportation & Freight Plan: Survey Report

Alaska Moves 2050

Prepared for:

ALASKA DEPARTMENT
OF TRANSPORTATION
& PUBLIC FACILITIES

Prepared by:

HUDDLE AK, LLC

Project Contacts

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September 2021

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PUBLIC SURVEY SUMMARY

Introduction

The Alaska Department of Transportation and Public Facilities (DOT&PF) launched a survey as part of the public involvement plan for the Statewide Long-Range Transportation Plan and Freight Plan (LRTP/FP). The intent of the survey was to understand how Alaskans use transportation to access everyday necessities and destinations, such as work, healthcare, and childcare, and to see if the existing transportation network allows people to travel safely and reliably as needed. The survey was open June 9 through June 30, 2021. During that time, **2,445** people took the survey.

Methodology & Distribution

The survey was available online and consisted of 27 questions. These included questions that collected information about participants' demographics, including age, ethnicity, and zip code. Due to the varying conditions and priorities of Alaskan communities, the project team advertised the survey in multiple different ways to reach a large audience and capture diverse points of view.

A Mailchimp email newsletter was sent out to 916 recipients comprised of non-metropolitan planning organization and statewide tribal contacts on June 10, 2021, announcing the survey and asking organizations to share with their networks. On June 28, 2021, a reminder email was sent to the same group of contacts reminding organizations to complete the survey and share with others. The project team individually emailed other partners and organizations, asking them to share the survey with their networks and contacts. In addition, an email notification was sent out using the State of Alaska's E-Gov News delivery system and members of the Statewide Transportation Advisory Committee (STAC) and the Freight Advisory Committee (FAC) were emailed and notified as well.

While the survey was open, the project team monitored the zip codes provided by respondents. A fax or email was sent to United States Post Office (USPS) locations in communities whose residents hadn't yet participated in the survey. A flyer was faxed to 10 post offices requesting the post office advertise the survey.

The project team also advertised the survey on DOT&PF's social media accounts, including Facebook, Twitter, and Instagram. The first Facebook post was published on June 11, 2021 and was boosted (paid advertising) from June 14-18, 2021. Between the initial publication of the post and the boost, 37,258 people were reached and there were 3,806 engagements, engagements being any type of interaction between the post and a user. One hundred and thirty-nine people clicked the "like" or "love" button; the post was shared 134 times; and there were 323 link clicks and 37 comments. On Twitter, three people retweeted the post and 33 people on Instagram liked the post.

A public notice was posted in the Legals and Public Notices section of the *Anchorage Daily News* (ADN) online and three notices ran in the print newspaper on different days of the week for three weeks. The online notice was posted June 16-30, 2021 and the print notice ran in the Wednesday, June 16; Thursday, June 24; and Monday, June 28, 2021 editions of the newspaper. An affidavit from the ADN verifying the placement of the public notice is attached.

Respondent Demographics

Sixty percent of respondents identify as female, 37 percent as male, and 4 percent preferred not to answer, as displayed in Figure 1. Respondents fell fairly evenly across all age groups. The least-represented group was 18-24-year-olds, who made up under 2 percent of total respondents, as shown in Figure 2.

Seventy-seven percent of respondents are white or Caucasian, 14 percent Alaska Native or American Indian, 6 percent multiple ethnicities, 2 percent Hispanic or Latino, 1 percent Asian or Asian American, 0.18 percent Native Hawaiian or Pacific Islander, and 0.13 percent Black or African American.

Ninety-nine percent of respondents speak English at home. Other languages respondents selected as spoken at home were:

- Tlingit (4 respondents)
- Central Alaskan Yup'ik (3)
- Inupiaq (2)
- Alutiiq (1)
- Filipino (1)
- Haida (1)
- Koyukon (1)
- Russian (1)
- Spanish (1)

Survey respondents self-identified as 36 percent living in urban communities, 38 percent in rural communities, and 25 percent living in remote Alaska.

Out of 2,445 responses, 2,283 respondents entered their zip code. Twenty-one responses included zip codes that were outside the United States or not valid zip codes, according to the United States Postal Service. Figure 3 displays total survey responses by region, while Figure 4 shows total survey responses per capita (by region). While Southeast Alaska accounts for approximately 10 percent of the state's total population, about 43 percent of survey responses were from that region.

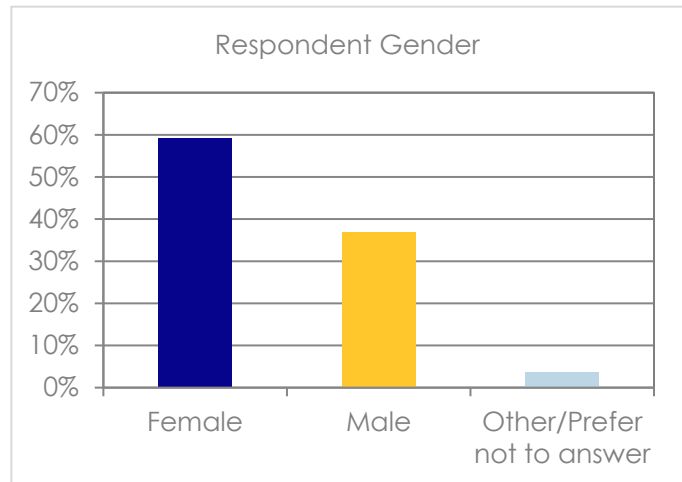


Figure 1. Respondent Gender

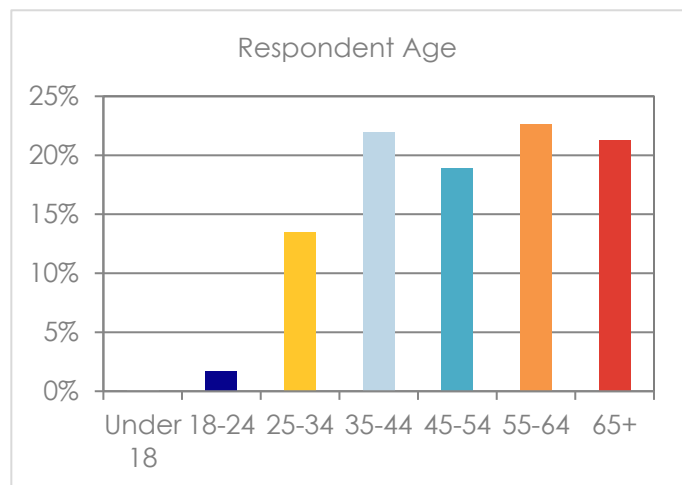


Figure 2. Respondent Age

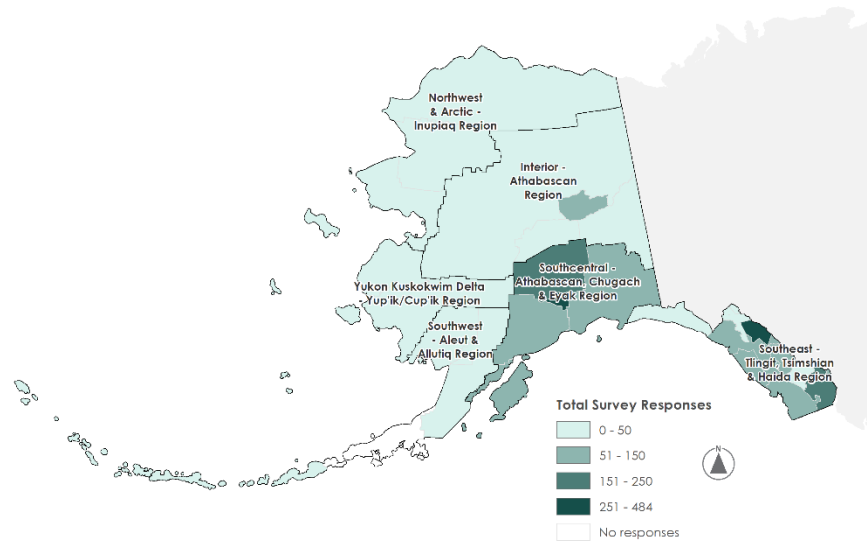


Figure 3. Total Survey Responses by Region

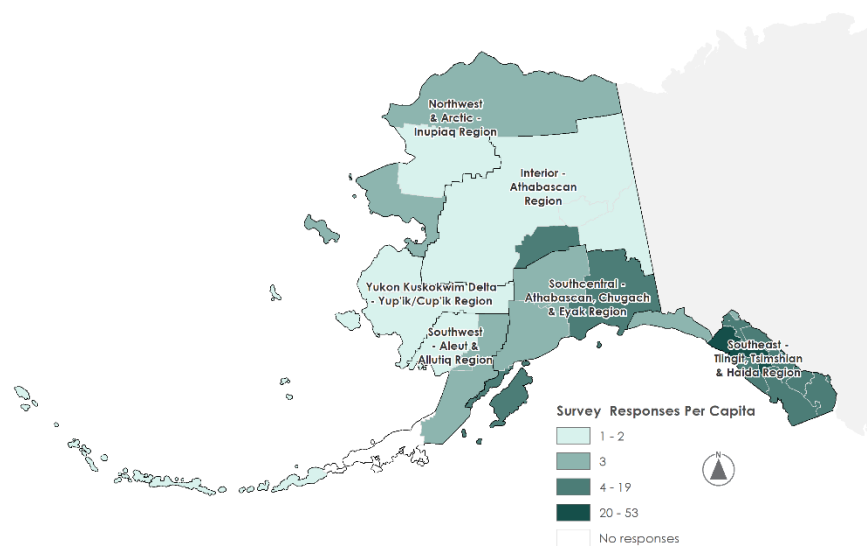


Figure 4. Survey Responses per Capita by Region

Results

The survey results were analyzed to assess Alaskan opinions on existing transportation options, infrastructure, and travel habits, in addition to priorities for the coming years. These results were aggregated by region to understand trends across the state.

Preferred Travel Mode

Respondents were asked to complete the following phrase: **If I could, I would like to travel most frequently by** (fill in the blank). Most respondents listed one to three transportation modes, and the responses were categorized by mode (Figure 5). If more than one mode was written, each separate mode was counted. Because of that, responses for this question will total more than the number of respondents.

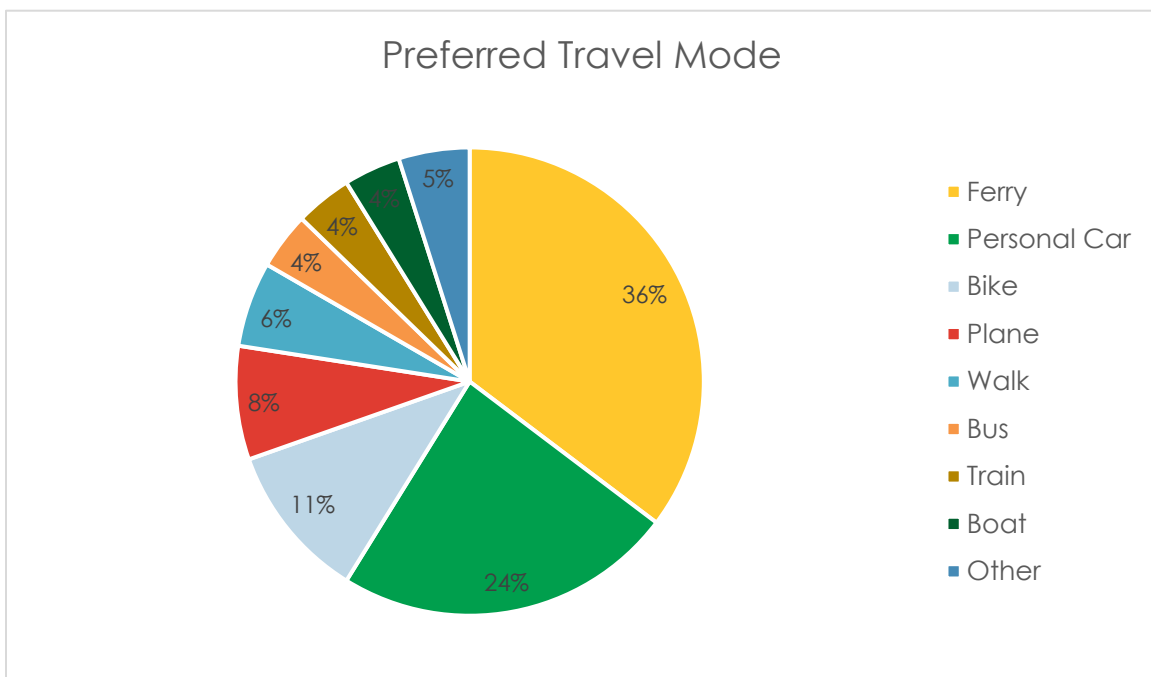


Figure 5. Preferred Travel Mode (Total Responses)

Mode of Travel

This section outlines the transportation modes respondents said they use for different trip purposes. Respondents were able to select more than one response.

HEALTHCARE

Statewide, most respondents (85 percent) use a personal vehicle, followed by plane (27 percent), ferry (25 percent), and walking (8 percent) to access healthcare. Two percent of total respondents chose “Other,” and the most frequent write-in response statewide was personal boat or skiff, with 19 respondents. Other responses included various types of planes, rental cars, vehicles provided by an employer, water taxi, telehealth services, motorcycle, Utility Task Vehicle (UTV), and public transit.

Table 1 delineates results by region, which were consistent with the statewide trends. The modes selected most often included personal car, plane, and ferry. However, the differences between using a personal car versus a plane or ferry varies significantly across regions, as shown in Table 1. The Interior and Southcentral regions have significantly more respondents who use a personal vehicle to reach healthcare than a plane, the second most chosen response within those regions. By contrast, respondents in the Yukon Kuskokwim, Southwest, and Northwest regions use personal vehicles almost as much as their second most chosen response, a plane or ferry.

Table 1. Travel Mode to Healthcare by Region

Method of Travel	Regional Area						State-wide
	Interior	North-west	South-central	South-east	South-west	Yukon Kuskokwim	
Personal car	79%	35%	64%	41%	38%	27%	85%
Share a ride with someone	5%	2%	3%	3%	3%	6%	5%
ATV or snow machine	1%	7%	1%	0%	6%	16%	2%
Walk	2%	12%	4%	5%	3%	11%	8%
Bike	3%	0%	4%	3%	3%	3%	5%
Bus	0%	0%	1%	1%	6%	0%	2%
Ferry	1%	0%	10%	23%	6%	0%	25%
Plane	8%	28%	11%	21%	31%	27%	27%
Taxi, or ride share, like Uber/Lyft	1%	8%	1%	2%	3%	4%	3%
Not applicable	1%	0%	0%	0%	0%	0%	1%
Other	0%	8%	1%	1%	0%	6%	2%
Total	100%	100%	100%	100%	100%	100%	-

FOOD/GROCERIES

Statewide, 90 percent of total respondents accessing food/groceries do so using a personal vehicle. Other often-selected modes include ferry (17 percent), walking (12 percent), and plane (10 percent). Two percent of respondents wrote in a response, which included a personal boat or skiff; online delivery services such as Amazon, Door Dash, or Instacart; rental car; and public transit (bus). Regionally, similar to the healthcare access results, the top-selected mode is personal car, while the second-selected mode varies significantly across regions, as shown in Table 2. These results emphasize the varying transportation needs across each region.

Table 2. Travel Mode to Food/Groceries by Region

Method of Travel	Regional Area						State-wide
	Interior	North-west	South-central	South-east	South-west	Yukon Kuskokwim	
Personal car	84%	42%	66%	54%	40%	30%	90%
Share a ride with someone	4%	2%	4%	4%	3%	5%	6%
ATV or snow machine	2%	14%	1%	0%	9%	21%	3%
Walk	3%	16%	7%	9%	11%	13%	12%
Bike	4%	0%	7%	4%	3%	2%	8%
Bus	0%	0%	0%	1%	6%	0%	1%
Ferry	0%	0%	7%	17%	3%	0%	17%
Plane	1%	18%	5%	8%	23%	19%	10%
Taxi, or ride share, like Uber/Lyft	1%	5%	1%	1%	3%	3%	2%
Not applicable	0%	0%	0%	0%	0%	0%	0%
Other	1%	4%	2%	1%	0%	7%	2%
Total	100%	100%	100%	100%	100%	100%	-

CHILDCARE

Statewide, most respondents (72 percent) chose 'not applicable' for how they travel to access childcare. For those respondents who do utilize childcare services, almost twenty-five percent (25 percent) use a personal car. A small percentage (1–3 percent) of respondents selected other modes of transportation. In the 'other' category, three respondents indicated they use a boat to access childcare and two reported that childcare does not exist in their community. As delineated in Table 3, the results by region were consistent with overall statewide results for how respondents travel to access childcare, with personal car selected the most frequently.

Table 3. Travel Mode to Childcare by Region

Method of Travel	Regional Area						State-wide
	Interior	North-west	South-central	South-east	South-west	Yukon Kuskokwim	
Personal car	28%	18%	25%	20%	14%	24%	25%
Share a ride with someone	2%	3%	1%	1%	5%	6%	1%
ATV or snow machine	1%	10%	1%	0%	10%	19%	1%
Walk	2%	5%	3%	3%	0%	11%	3%
Bike	1%	0%	2%	1%	0%	4%	1%
Bus	0%	3%	0%	0%	0%	1%	1%
Ferry	0%	0%	1%	3%	0%	0%	2%
Plane	1%	5%	1%	1%	10%	7%	2%
Taxi, or ride share, like Uber/Lyft	0%	0%	0%	1%	0%	0%	0%
Not applicable	66%	49%	65%	69%	62%	26%	72%
Other	0%	8%	1%	0%	0%	1%	1%
Total	100%	100%	100%	100%	100%	100%	-

WORK OR SCHOOL

Statewide, 72 percent of total respondents said they use a personal car to travel to work or school, and 20 percent selected 'not applicable.' Nine respondents wrote in that they are working or attending school remotely; seven respondents wrote in 'boat'; and five reported that they commute via motorcycle. As shown in Table 4, the results by region are similar to statewide results in the Interior, Southcentral, and Southeast regions. Walking or driving an all-terrain vehicle (ATV)/snow machine were the second most frequently selected responses for accessing work or school in the Northwest, Southwest, and Yukon Kuskokwim regions.

Table 4. Travel Mode to Work or School by Region

Method of Travel	Regional Area						State-wide
	Interior	North-west	South-central	South-east	South-west	Yukon Kuskokwim	
Personal car	59%	42%	58%	50%	40%	31%	72%
Share a ride with someone	4%	8%	3%	3%	10%	8%	5%
ATV or snow machine	3%	12%	1%	1%	13%	24%	3%
Walk	5%	20%	7%	13%	13%	20%	13%
Bike	7%	2%	9%	7%	0%	6%	10%
Bus	1%	2%	1%	2%	3%	4%	2%
Ferry	1%	0%	2%	4%	3%	0%	4%
Plane	3%	0%	3%	3%	7%	3%	4%
Taxi, or ride share, like Uber/Lyft	0%	6%	0%	1%	3%	1%	1%
Not applicable	14%	4%	15%	15%	7%	1%	20%
Other	2%	4%	1%	1%	0%	3%	2%
Total	100%	100%	100%	100%	100%	100%	-

FAMILY AND FRIENDS

Statewide, when visiting family and friends, respondents primarily use a personal vehicle (78 percent), plane (45 percent), or ferry (37 percent). Twenty-one percent of respondents walk, 13 percent bike, 8 percent share a ride to their destination, and 4 percent use an ATV or snow machine. Written responses associated with the 'other' category included traveling by boat, plane, motorcycle, ferry, or water taxi, and active transportation such as skiing and rollerblading. As shown in Table 5, results by region indicate that personal cars were the primary mode of travel to visit friends and family, consistent with the overall statewide results. Planes were the second most common choice for the Interior, Northwest, Southcentral, and Southwest regions. Ferries and ATV/snow machines were the second most common choice for the Southeast and Yukon Kuskokwim regions, respectively.

Table 5. Travel Mode to Family and Friends by Region

Method of Travel	Regional Area						State-wide
	Interior	North-west	South-central	South-east	South-west	Yukon Kuskokwim	
Personal car	50%	38%	42%	29%	28%	24%	78%
Share a ride with someone	6%	7%	4%	3%	8%	7%	8%
ATV or snow machine	4%	7%	2%	0%	8%	21%	4%
Walk	9%	16%	10%	9%	6%	15%	21%
Bike	8%	0%	8%	4%	6%	4%	13%
Bus	0%	0%	0%	1%	3%	0%	1%
Ferry	5%	0%	11%	26%	8%	1%	37%
Plane	15%	18%	18%	25%	33%	19%	45%
Taxi, or ride share, like Uber/Lyft	0%	7%	1%	1%	0%	3%	3%
Not applicable	0%	2%	0%	0%	0%	1%	1%
Other	2%	4%	1%	1%	0%	5%	3%
Total	100%	100%	100%	100%	100%	100%	-

Distance Travelled to Access Work, Healthcare, and Other Services by Mode

Respondents were asked to indicate the distances they travel to access work, healthcare, and other services per week for three modes: personal car, walking, and biking.

PERSONAL VEHICLE

Statewide, approximately 2 percent of total respondents report not driving at all, and 25 percent report driving less than 10 miles per week. Twenty-one percent report driving 10–20 miles per week, 20 percent report driving 21–50 miles, 16 percent report driving 51–100 miles, and 16 percent report driving more than 100 miles per week. Figure 6 shows the miles driven per week by region. In the Southwest, Northwest, and Interior regions, all respondents drive a personal vehicle to access work, healthcare, childcare, or other services. Almost 25 percent of all respondents reported driving less than 10 miles a week, while a small percentage (less than 2 percent) indicated not driving at all in the Yukon Kuskokwim, Southeast, and Southcentral regions.

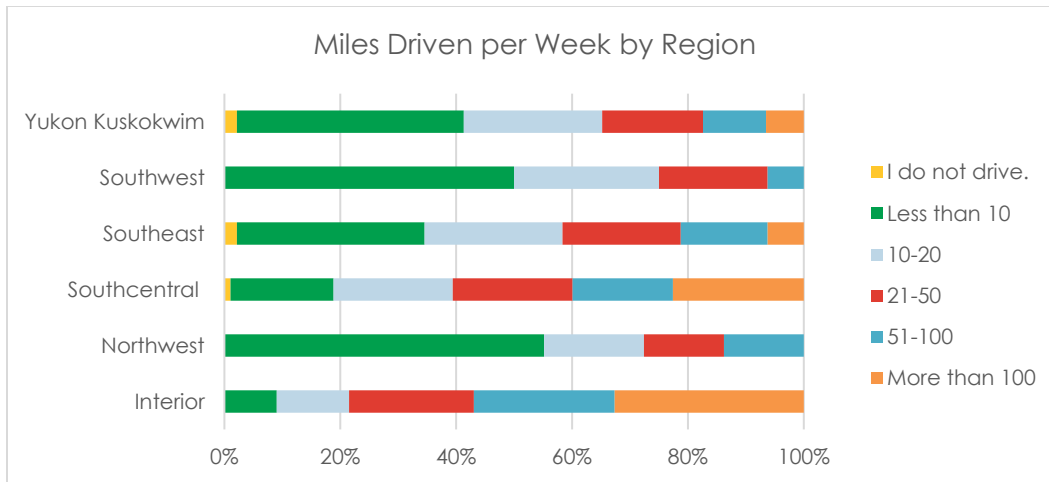


Figure 6. Miles Driver per Week by Region

WALKING

The number of miles traveled using non-motorized transportation is considerably less than what respondents travel to access work, healthcare, childcare, and other services using motorized transportation. Statewide, approximately 21 percent of total respondents report not walking at all, and 67 percent report walking less than 10 miles per week. Nine percent of total respondents report walking 10–20 miles per week, 2 percent report walking 21-50 miles, and fewer than 1 percent report walking more than 51 miles per week. On average, 20 percent of respondents across regions report not walking at all, with the vast majority (average 70 percent across all regions) walking less than 10 miles per week. 9 percent of respondents report walking 10–20 miles, fewer than 3 percent combined walk 21–100 miles per week. The Southeast and Northwest regions report the highest percentage of miles walked, as shown in Figure 7.

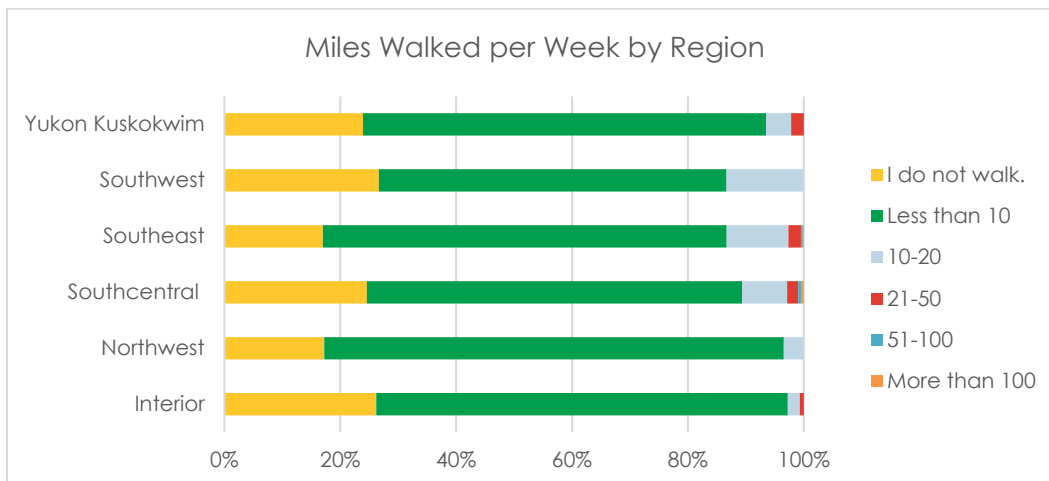


Figure 7. Miles Walked per Week by Region

BIKE

Statewide, approximately 47 percent of total respondents report not biking at all. Forty-two percent report biking fewer than 10 miles per week. Seven percent report biking 10–20 miles per week, 4 percent report biking 21–50 miles, and fewer than 1 percent report biking more than 51 miles per week. Figure 8 displays the miles biked per week by region. Across regions, 48 percent of respondents report not riding a bike at all to access basic services, while 42 percent of respondents who bike to access work, healthcare, childcare, and other services bike fewer than 10 miles a week. Additionally, 7 percent bike 10–20 miles, 4 percent bike 21–50 miles, less than 1 percent bike 51–100 miles, and just a quarter of a percent bike more than 100 miles a week to access resources, across all regions. The Interior region reports the highest percentage of miles traveled by bike.

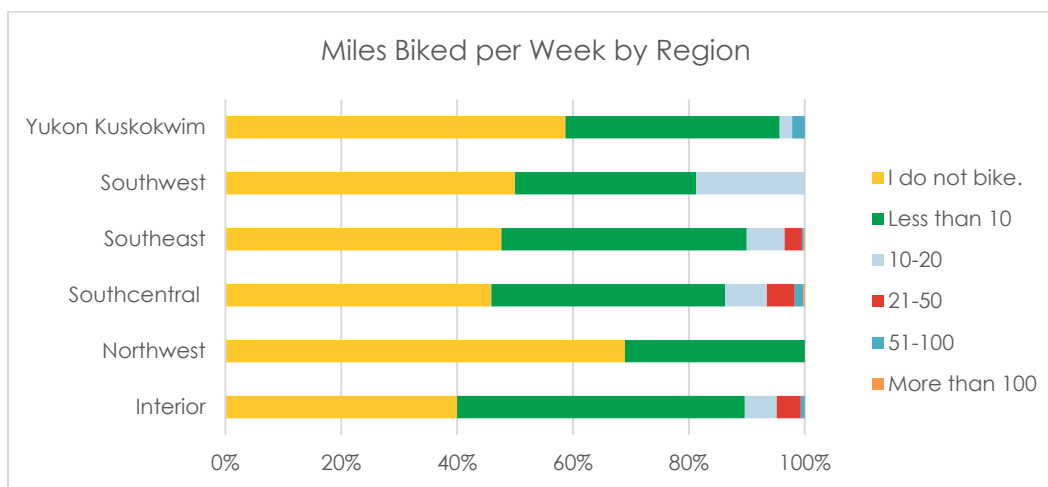


Figure 8. Miles Biked per Week by Region

Usage Frequency of Multiple Modes Per Trip

To better understand how Alaskans use transportation modes interdependently, respondents were asked how often they use more than one mode in the same trip. Statewide, 20 percent of total respondents reported never using more than one mode per trip, the most common response was 'three to four times a year' with 45 percent of total respondents. Six percent of total respondents take a multimodal trip once a week. Regional results are generally consistent with statewide trends, with the exception of the Interior region, which reported higher rates of never taking a multimodal trip. These results are shown in Table 6.

Table 6. Frequency of Using Multiple Modes in One Trip within the State by Region

Frequency	Region						State-wide
	Interior	North-west	South-central	South-east	South-west	Yukon Kuskokwim	
Never	37%	21%	28%	8%	13%	17%	20%
Once a year	17%	7%	15%	12%	6%	11%	14%
Three or four times a year	31%	45%	38%	56%	44%	39%	45%
Once a month	8%	17%	12%	16%	25%	24%	14%
Weekly	6%	3%	6%	7%	13%	9%	6%
No Response	0%	7%	1%	2%	0%	0%	1%
Total	100%	100%	100%	100%	100%	100%	100%

Quality of Existing Infrastructure

A series of questions asked respondents to rate how the existing infrastructure for walking, biking, transit, ferry, and roads, as well as air service, allow them to travel safely and reliably. Respondents ranked each category using the following descriptions: unacceptable (1), needs some improvement (2), acceptable (3), and exceeds expectations (4) or not applicable. Table 7 delineates rankings of infrastructure and service for travel safety and reliability by region. Statewide, air service is ranked as having the highest quality, with transit infrastructure is ranked second, followed by biking infrastructure. Across regions, air service is consistently ranked as the safest and most reliable means of travel, with the exception of in the Southwest region, where road infrastructure is ranked the highest.

Table 7. Infrastructure and Service Ratings of Travel Safety and Reliability by Region

Region	Walking Infrastructure	Biking Infrastructure	Transit Infrastructure	Ferry Infrastructure	Road Infrastructure	Air Service
Interior	2.19	2.07	2.19	1.77	2.57	3.08
Northwest	1.89	1.68	2.12	1.33	2.00	2.50
South-central	2.33	2.23	2.19	1.97	2.52	2.88
Southeast	2.55	2.29	2.34	1.57	2.52	2.68
Southwest	2.36	2.25	1.82	1.67	2.38	2.13
Yukon Kuskokwim	1.98	1.90	1.91	2.00	2.09	2.60
Regional Average	2.21	2.07	2.10	1.72	2.35	2.65
Statewide	2.58	2.74	2.78	2.66	2.53	2.92

Climate Change Impacts

Table 8 displays responses to the query, “Have you experienced or noticed any climate change-related impacts that affect how you travel or your transportation options?” Statewide, most respondents (71 percent) reported not noticing climate change related impacts. Those who did (29%) elaborated in open-ended responses that noted damage to infrastructure, erosion, flooding, and impacts to travel services/frequency due to more unpredictable or severe weather. By region, responses were consistent with overall statewide results, except for the Yukon Kuskokwim region, where sixty-three percent (63%) of respondents reported climate change related impacts.

Table 8 Climate Change Impacts by Region

Region	Interior	North-west	South-central	South-east	South-west	Yukon Kuskokwim	Statewide
Yes	41%	48%	29%	23%	38%	63%	29%
No	57%	48%	70%	74%	62%	37%	71%

Transportation Challenges

Respondents indicated their largest transportation challenges, selecting all that apply. Statewide, the top three challenges reported include reliability of ferry service, frequency of ferry service, and winter maintenance. Regionally, the largest challenges varied, and the top three challenges by region are displayed Figure 9.

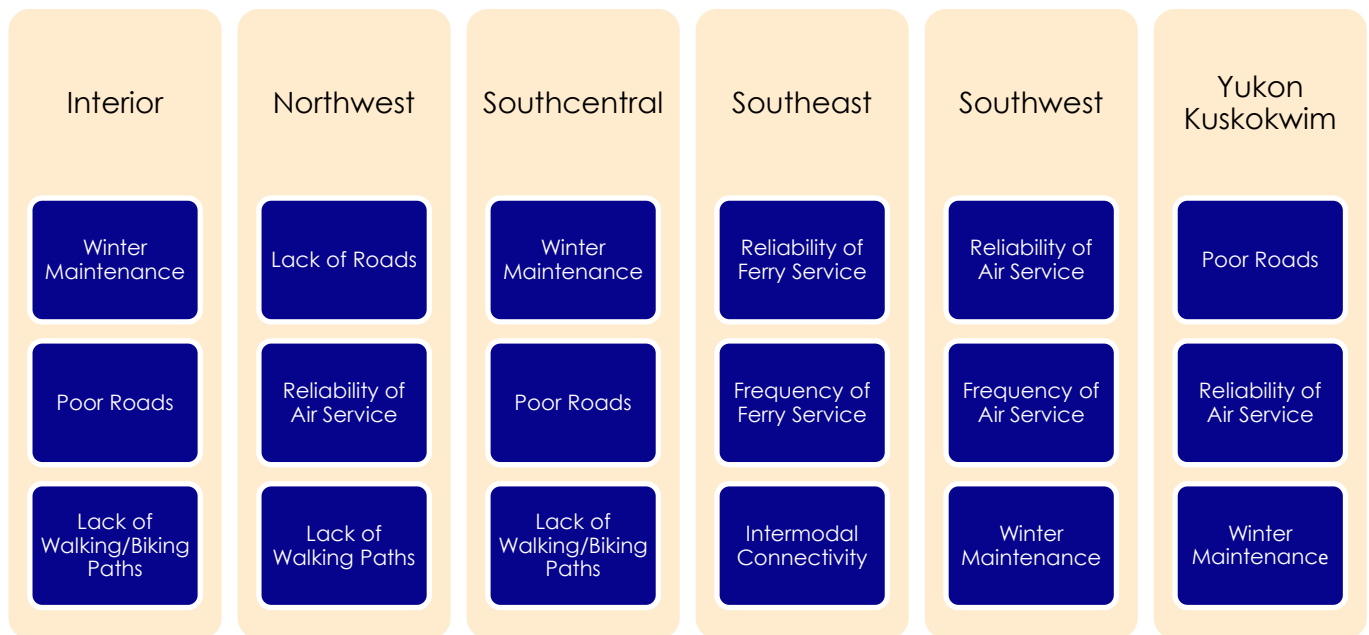


Figure 9. Top Three Transportation Challenges by Region

Respondents were also given the option to write in responses. These open-ended responses were categorized into similar topics and are delineated in Table 9. The individual cost of travel was mentioned over eighty-five (85) times as a transportation challenge, as was a lack of transit service, with over 55 comments.

Table 9. Transportation Challenges Categorized Comments

Comment Topic	# of Comments
Individual cost to travel	83
Lack of transit	56
Maintenance or road condition	33
Safe bike and pedestrian infrastructure	32
Infrequency of ferry service	25
Lack of road infrastructure	19
Lack of multimodal options	7
Congestion	7
Lack of ATV/snow machine infrastructure	2
Electric vehicles	1
Misc. other comments	57

Transportation Priorities

Respondents were asked to select their top three priorities for transportation over the next 25 years. The top three priorities for the state overall are: improve ferry service (66 percent), regular maintenance of what we have (61 percent), and predictable, sustainable long-term funding (47 percent). The top three priorities by region are displayed in Figure 10.

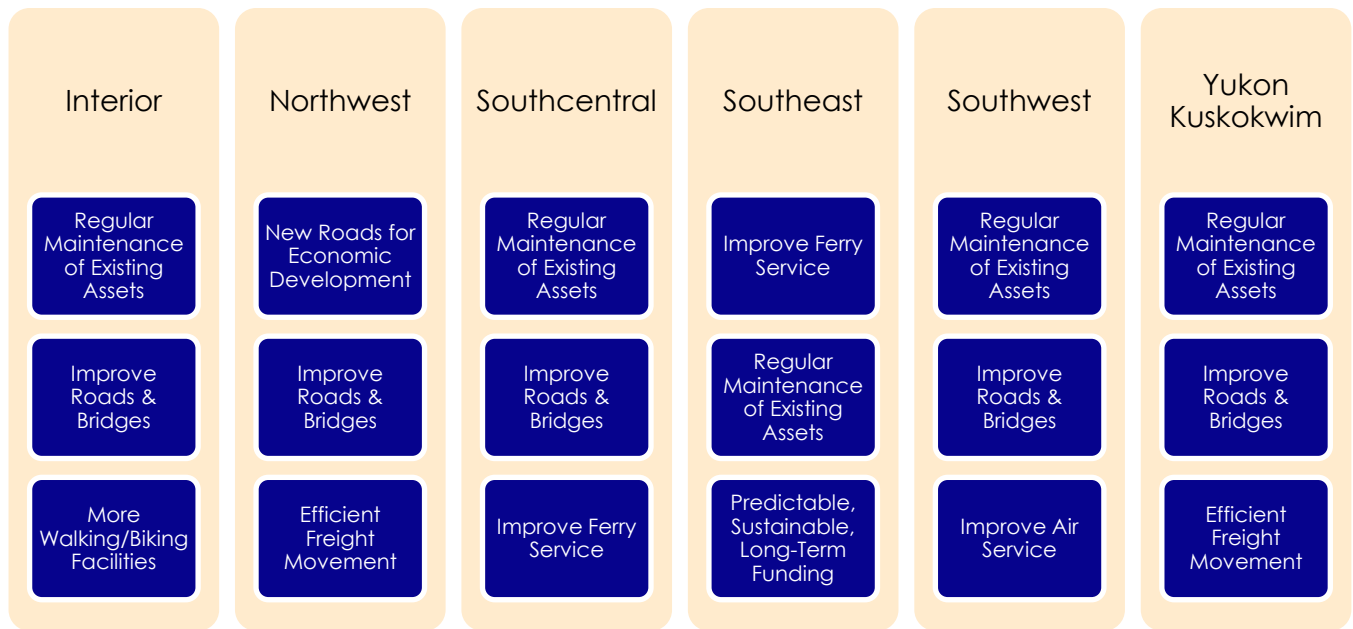


Figure 10. Top 3 Transportation Priorities by Region

Traffic and Travel News

Respondents were asked to indicate how they receive traffic and travel related news, selecting all methods used. As delineated in Table 10, statewide, the top three methods are social media (55 percent), the DOT&PF website (44 percent), and word of mouth (40 percent). Respondents in the Interior, Southcentral, and Southeast regions report using social media most frequently to access traffic and travel news, while the Northwest, Southwest, and Yukon-Kuskokwim regions report relying on word of mouth to learn about travel news.

Additionally, respondents were queried about the frequency of their Internet usage. Ninety-nine percent of respondents use the Internet either daily or 4–5 times a week. While this is good insight into how respondents learn about travel- and traffic-related news, since the survey was only provided online the results may favor digital means of communication more than if a paper survey had been distributed.

Table 10. Traffic- and Travel-Related News Reception by Region

News Source	Region						Statewide
	Interior	Northwest	Southcentral	Southeast	Southwest	Yukon Kuskokwim	
DOT&PF website	15%	2%	13%	16%	10%	5%	44%
Travel websites	3%	10%	6%	10%	6%	8%	24%
Radio	10%	11%	9%	11%	6%	14%	32%
Alaska 511	16%	4%	13%	4%	4%	2%	29%
Social media	18%	12%	18%	18%	12%	16%	55%
Local television news	3%	6%	5%	3%	6%	6%	13%
Signs	10%	12%	9%	7%	6%	8%	25%
Local newspaper(s)	6%	4%	5%	7%	8%	6%	18%
Community flyers	1%	4%	1%	3%	6%	7%	6%
Direct mail	1%	5%	1%	1%	4%	2%	4%
Public/Community meetings	2%	5%	3%	3%	12%	6%	8%
Word of mouth	11%	22%	12%	14%	15%	17%	40%
Alaska Navigator	3%	0%	3%	1%	2%	0%	6%
Other	2%	5%	2%	3%	6%	4%	8%
Total by Region	100%	100%	100%	100%	100%	100%	-

Conclusion

To understand how Alaskans use transportation and experience infrastructure quality, as well as to identify transportation priorities, the Alaska DOT&PF surveyed a range of Alaskans to inform the Statewide LRTP/FP. Available for three weeks in June 2021, key findings from the survey are delineated below.

Key Findings

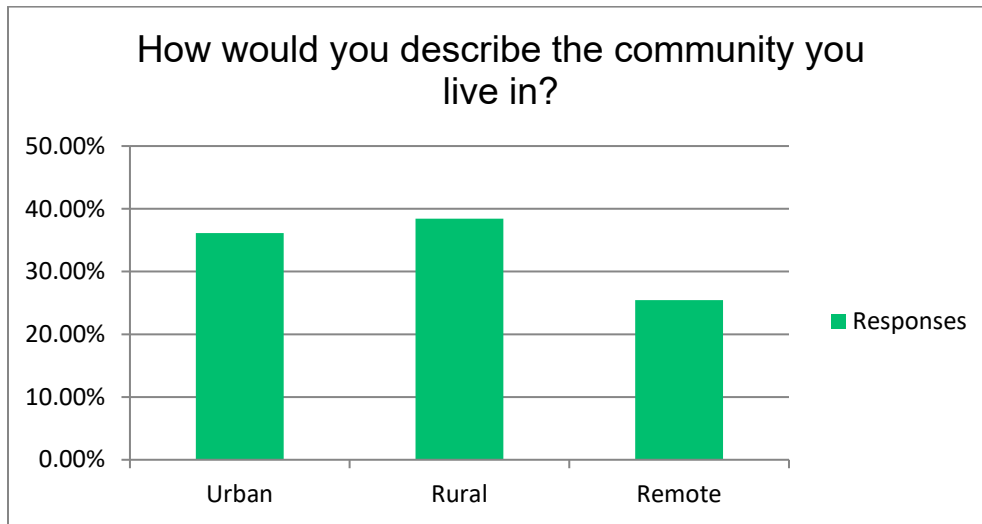
- For daily trips and accessing resources such as healthcare, childcare, food, and commuting to work, **personal cars** remain the dominant mode of transportation for many Alaskans.
- **Planes and ferries** are also vital modes of transportation, and many respondents who took the survey expressed their desire for a **more frequent and expansive ferry system** as a vital connection to resources. Many respondents' prefer these transportation modes.
- Statewide, the top three transportation challenges include ferry service reliability, frequency of ferry service, and winter maintenance.
- Statewide, the top three transportation priorities for the next 25 years are to improve ferry service, regularly maintain what we have, and secure predictable, sustainable long-term funding.
- In addition to wanting stable long-term funding, travelers also expressed concern over the **rising individual cost of traveling** within Alaska and its impacts on their mobility.
- Statewide, **air service ranked highest in quality**.
- While the majority of respondents throughout the state have not noticed climate change impacts to transportation, 29 percent noted damage to infrastructure, erosion, flooding, and impacts to travel services/frequency due to more unpredictable or severe weather as **climate change-related impact to travel**.
- The **majority of respondents in the Yukon Kuskokwim region** reported noticing the impacts of climate change on transportation and travel.
- Statewide, respondents indicated that they receive traffic and travel-related news by **social media, the DOT&PF website, and word of mouth** most frequently.

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SURVEY QUESTIONS AND RESULTS

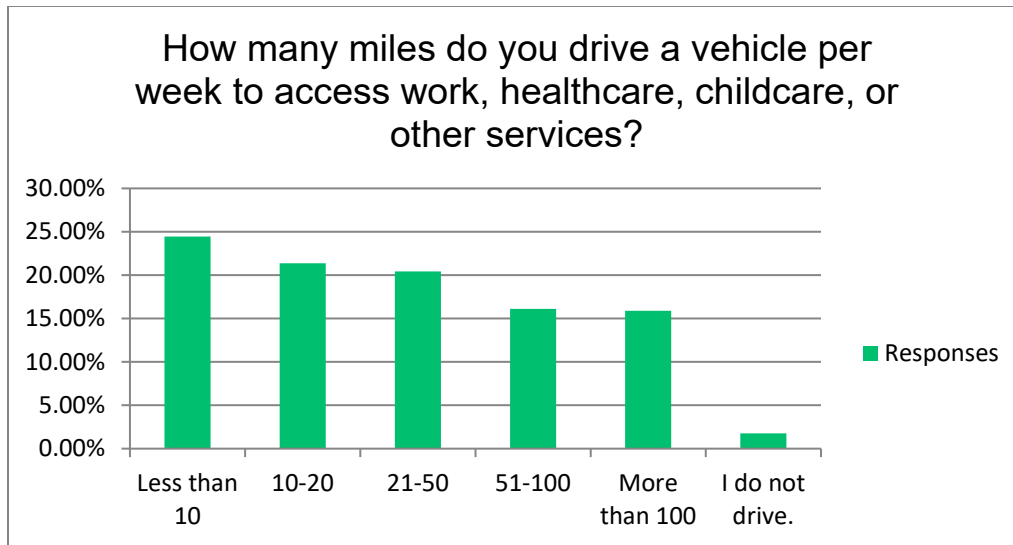
Q1 How would you describe the community you live in?

Answer Choices	Responses	
Urban	36.13%	879
Rural	38.43%	935
Remote	25.44%	619
Answered		2433
Skipped		12



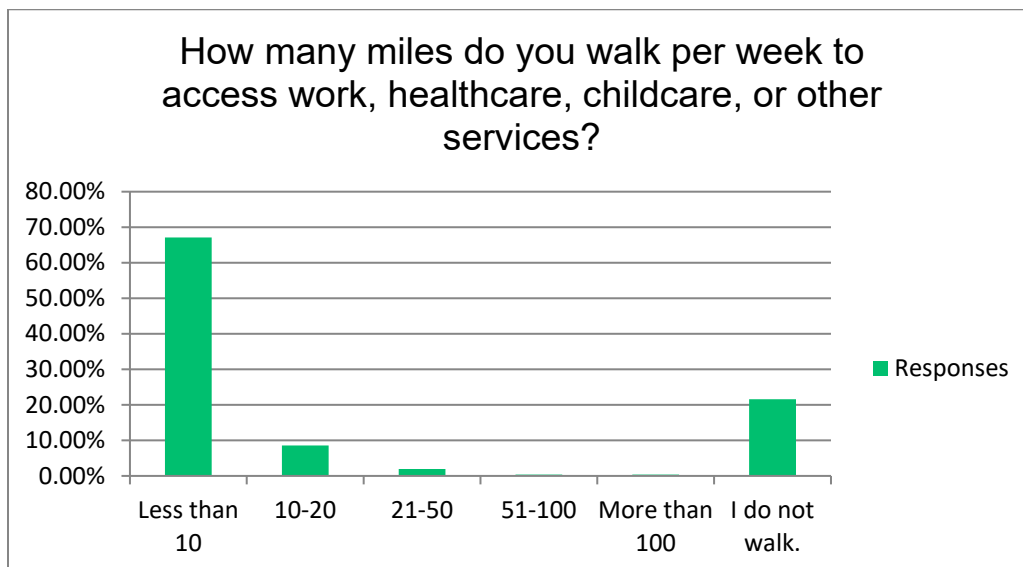
Q2 How many miles do you drive a vehicle per week to access work, healthcare, childcare, or other services?

Answer Choices	Responses	
Less than 10	24.45%	595
10-20	21.36%	520
21-50	20.42%	497
51-100	16.11%	392
More than 100	15.90%	387
I do not drive.	1.77%	43
Answered		2434
Skipped		11



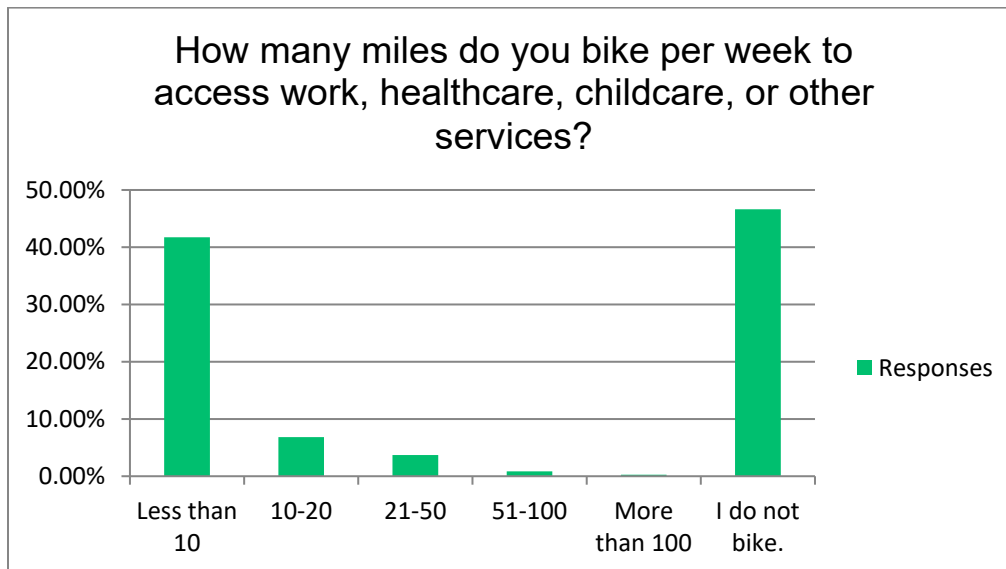
Q3 How many miles do you walk per week to access work, healthcare, childcare, or other services?

Answer Choices	Responses	Count
Less than 10	67.12%	1635
10-20	8.58%	209
21-50	1.97%	48
51-100	0.37%	9
More than 100	0.37%	9
I do not walk.	21.59%	526
Answered		2436
Skipped		9



Q4 How many miles do you bike per week to access work, healthcare, childcare, or other services?

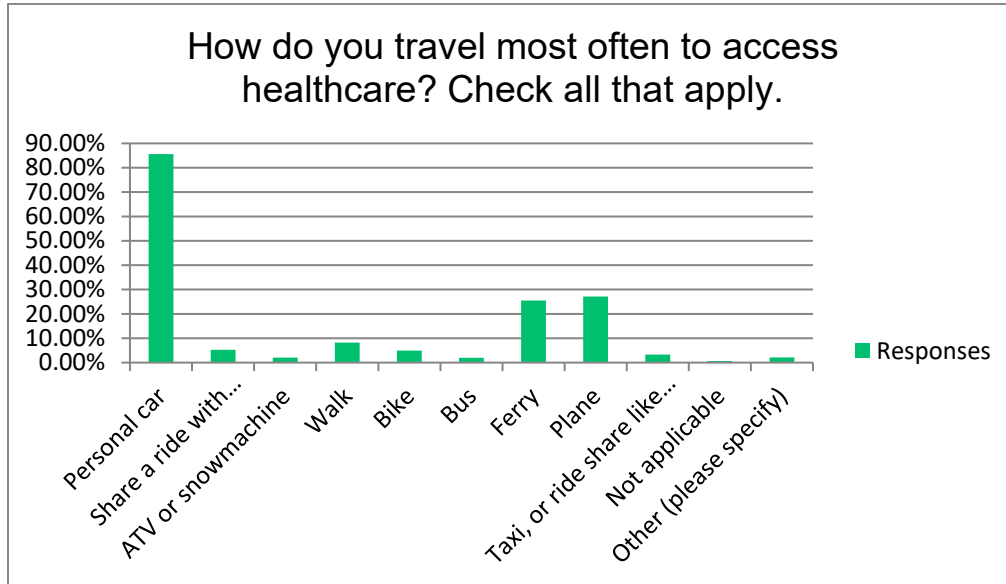
Answer Choices	Responses	
Less than 10	41.74%	1016
10-20	6.82%	166
21-50	3.70%	90
51-100	0.86%	21
More than 100	0.25%	6
I do not bike.	46.63%	1135
Answered	2434	
Skipped	11	



Q5 How do you travel most often to access healthcare? Check all that apply.

Answer Choices	Responses	
Personal car	85.57%	2087
Share a ride with someone	5.25%	128
ATV or snowmachine	2.01%	49
Walk	8.24%	201
Bike	4.96%	121
Bus	1.97%	48
Ferry	25.50%	622
Plane	27.14%	662
Taxi, or ride share like Uber/Lyft.	3.32%	81
Not applicable	0.66%	16
Other (please specify)	2.13%	52

Answered 2439
Skipped 6



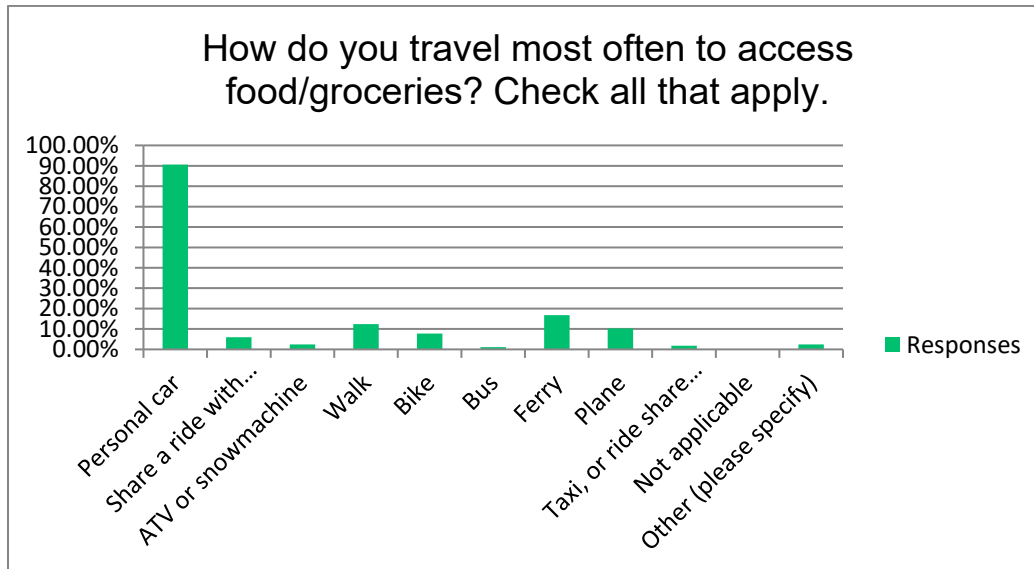
The 52 respondents who chose “Other” provided the following answers, which are categorized by mode of transportation:

Responses
Boat (19)
Plane (7)
Motor Vehicle (8)
Ferry or Water Taxi (3)
E-Services (2)
Public Transit (1)
Multimodal (4)
Other (9)

Q6 How do you travel most often to access food/groceries? Check all that apply.

Answer Choices	Responses	
Personal car	90.62%	2213
Share a ride with someone	5.94%	145
ATV or snowmachine	2.46%	60
Walk	12.37%	302
Bike	7.74%	189
Bus	1.11%	27
Ferry	16.75%	409
Plane	10.24%	250
Taxi, or ride share like Uber/Lyft.	1.80%	44

Not applicable	0.16%	4
Other (please specify)	2.42%	59
Answered		2442
Skipped		3



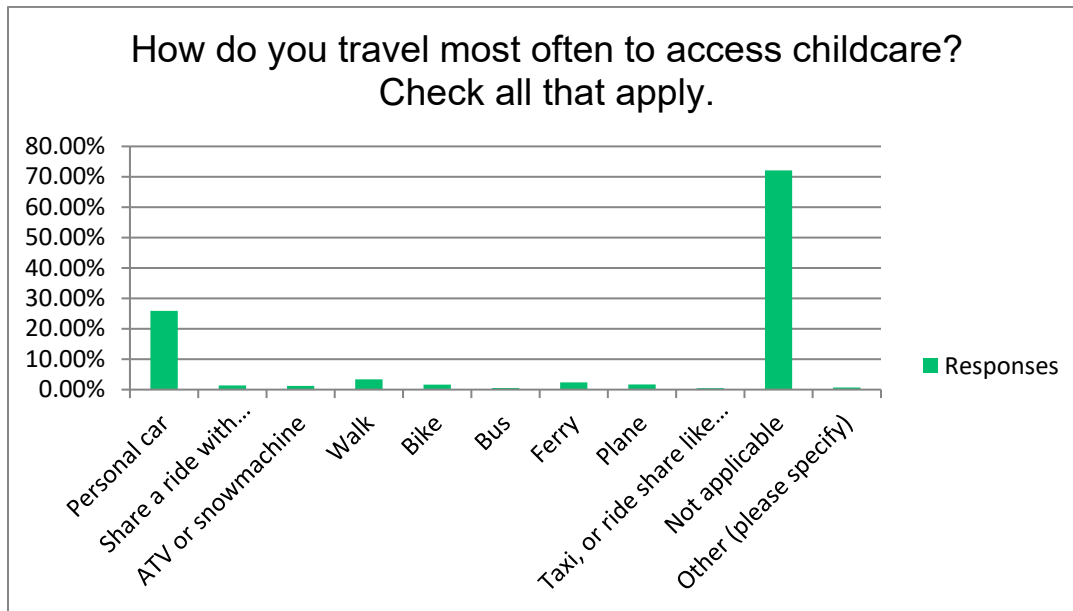
The 59 respondents who chose “Other” as their answer choice wrote the following, which are categorized by mode of transportation:

Responses
Boat (28)
Motor Vehicle (7)
Public Transit (2)
Ferry or Water Taxi (4)
Plane (2)
Bicycle (1)
Multimodal (1)
E-Services (14)
Other (3)

Q7 How do you travel most often to access childcare? Check all that apply.

Answer Choices	Responses	
Personal car	25.90%	629
Share a ride with someone	1.36%	33
ATV or snowmachine	1.24%	30
Walk	3.38%	82
Bike	1.65%	40
Bus	0.54%	13

Ferry	2.35%	57
Plane	1.69%	41
Taxi, or ride share like Uber/Lyft.	0.49%	12
Not applicable	72.09%	1751
Other (please specify)	0.70%	17
Answered		2429
Skipped		16



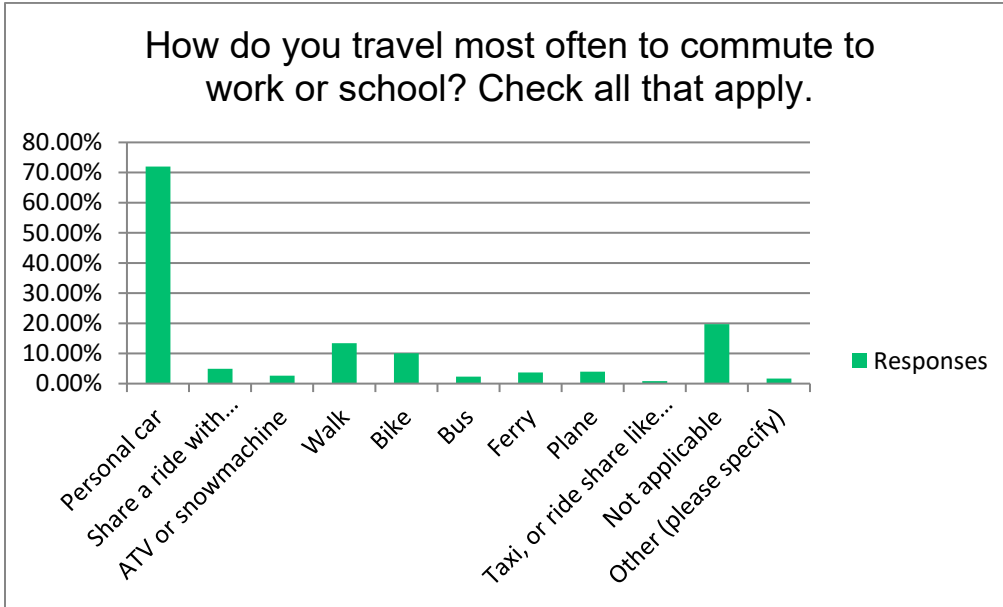
Seventeen people responded "Other" and those answers are below, categorized:

Responses
Boat (3)
Motor Vehicle (2)
No Access to Childcare (2)
Do Not Use Childcare (7)
Other (3)

Q8 How do you travel most often to commute to work or school? Check all that apply.

Answer Choices	Responses	
Personal car	72.01%	1752
Share a ride with someone	4.93%	120
ATV or snowmachine	2.63%	64
Walk	13.40%	326
Bike	10.07%	245
Bus	2.30%	56
Ferry	3.70%	90

Plane	3.95%	96
Taxi, or ride share like Uber/Lyft.	0.82%	20
Not applicable	19.73%	480
Other (please specify)	1.69%	41
Answered		2433
Skipped		12



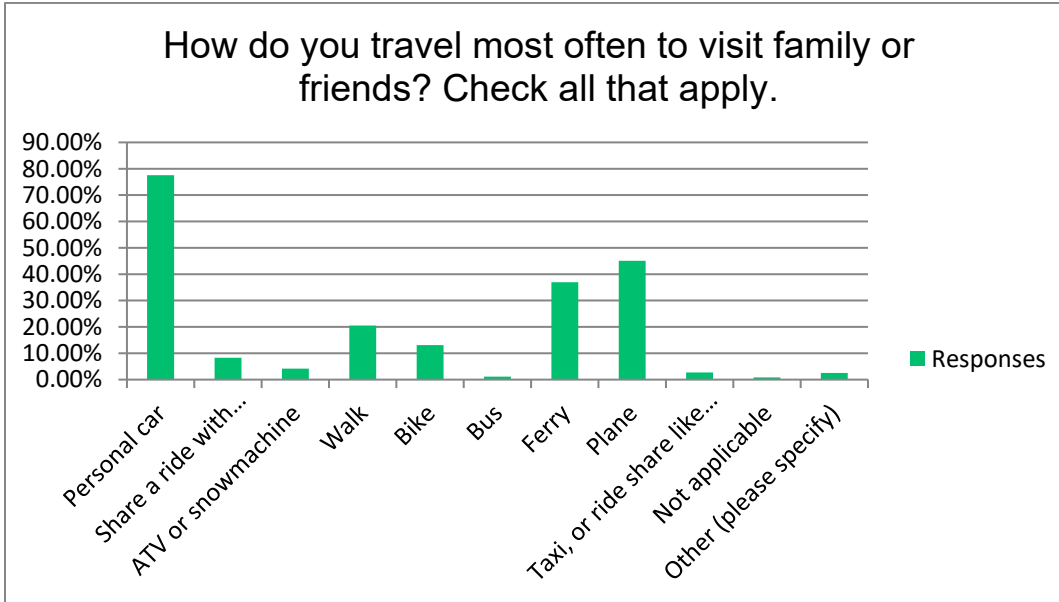
Forty-one respondents selected "Other"; their answers are categorized below:

Responses
Boat (7)
Motor Vehicle (11)
Remote (9)
Walk (1)
Retired (3)
Other (12)

Q9 How do you travel most often to visit family or friends? Check all that apply.

Answer Choices	Responses	
Personal car	77.54%	1892
Share a ride with someone	8.28%	202
ATV or snowmachine	4.18%	102
Walk	20.49%	500
Bike	13.11%	320
Bus	1.11%	27
Ferry	36.97%	902

Plane	45.08%	1100
Taxi, or ride share like Uber/Lyft.	2.70%	66
Not applicable	0.82%	20
Other (please specify)	2.50%	61
Answered		2440
Skipped		5



Sixty-one people wrote answers for "Other", which are categorized below:

Responses
Boat (22)
Plane (7)
Motorcycle (5)
Ferry or Water Taxi (5)
Train (1)
Multimodal (3)
Active Transportation (6)
Other (13)

Q10 Complete this sentence: If I could, I would like to travel most frequently by

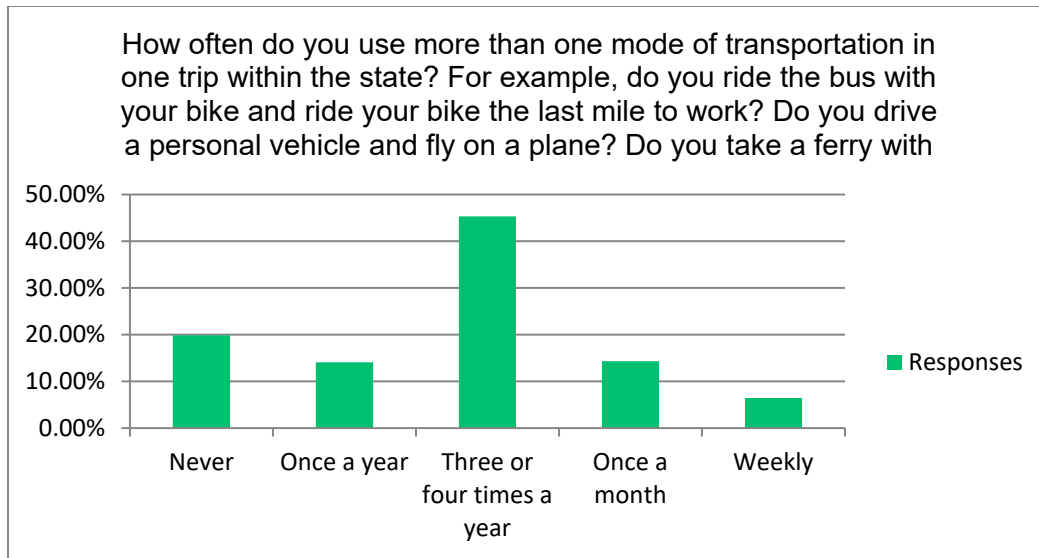
Answered	2195
Skipped	250

The written answers for the 2,195 people who answered this question are below, categorized:

Mode of Transportation	# of Responses
Bike	283
Boat	33
Bus	89
Electric Vehicles	20
Ferry	907
Motorcycle	9
Personal Vehicle	608
Plane	193
Ride Share	7
Train	108
UTV/ATV/SXS etc	23
Walking	139
Other	87

Q11 How often do you use more than one mode of transportation in one trip within the state? For example, do you ride the bus with your bike and ride your bike the last mile to work? Do you drive a personal vehicle and fly on a plane? Do you take a ferry with a personal vehicle? Select one.

Answer Choices	Responses	
Never	19.88%	479
Once a year	14.07%	339
Three or four times a year	45.31%	1092
Once a month	14.32%	345
Weekly	6.43%	155
Please describe:		1136
	Answered	2410
	Skipped	35



Q12 How well does the existing bicycle infrastructure in your area allow you to travel safely and reliably?

	UNACCEPTABLE	NEEDS SOME IMPROVEMENT	ACCEPTABLE	EXCEEDS EXPECTATIONS	NOT APPLICABLE	TOTAL	WEIGHTED AVERAGE
(no label)	15.67% 367	37.28% 873	22.63% 530	5.81% 136	18.62% 436	2,342	2.74

Q13 How well does the existing walking infrastructure in your area allow you to travel safely and reliably?

	UNACCEPTABLE	NEEDS SOME IMPROVEMENT	ACCEPTABLE	EXCEEDS EXPECTATIONS	NOT APPLICABLE	TOTAL	WEIGHTED AVERAGE
(no label)	12.38% 290	37.90% 888	35.64% 835	7.30% 171	6.79% 159	2,343	2.58

Q14 How well does the existing transit infrastructure in your area allow you to travel safely and reliably?

	UNACCEPTABLE	NEEDS SOME IMPROVEMENT	ACCEPTABLE	EXCEEDS EXPECTATIONS	NOT APPLICABLE	TOTAL	WEIGHTED AVERAGE
(no label)	14.92% 348	33.70% 786	28.95% 675	3.04% 71	19.38% 452	2,332	2.78

Q15 How well does the existing ferry infrastructure in your area allow you to travel safely and reliably?

	UNACCEPTABLE	NEEDS SOME IMPROVEMENT	ACCEPTABLE	EXCEEDS EXPECTATIONS	NOT APPLICABLE	TOTAL	WEIGHTED AVERAGE
(no label)	32.04% 749	28.70% 671	8.94% 209	1.63% 38	28.70% 671	2,338	2.66

Q16 How well do existing roads in your area allow you to travel safely and reliably?

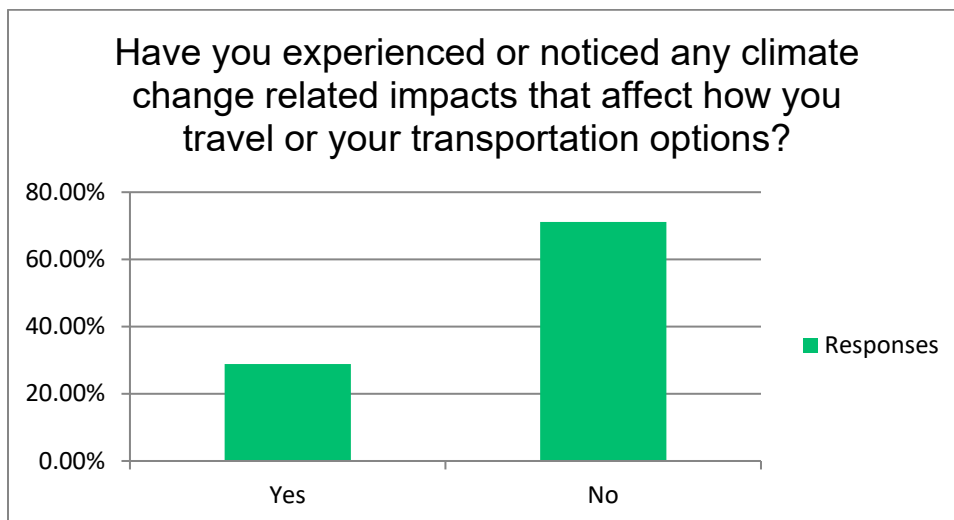
	UNACCEPTABLE	NEEDS SOME IMPROVEMENT	ACCEPTABLE	EXCEEDS EXPECTATIONS	NOT APPLICABLE	TOTAL	WEIGHTED AVERAGE
(no label)	7.60% 178	39.88% 934	45.35% 1,062	5.94% 139	1.24% 29	2,342	2.53

Q17 How well does the existing air service in your area allow you to travel safely and reliably?

	UNACCEPTABLE	NEEDS SOME IMPROVEMENT	ACCEPTABLE	EXCEEDS EXPECTATIONS	NOT APPLICABLE	TOTAL	WEIGHTED AVERAGE
(no label)	4.49% 105	23.95% 560	52.57% 1,229	12.66% 296	6.33% 148	2,338	2.92

Q18 Have you experienced or noticed any climate change related impacts that affect how you travel or your transportation options?

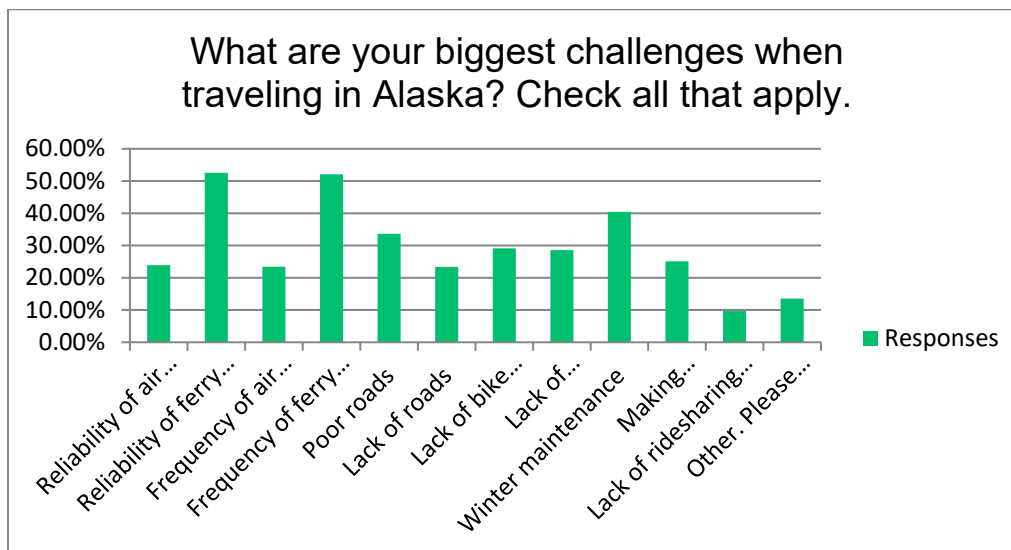
Answer Choices	Responses	
Yes	28.86%	664
No	71.14%	1637
If yes, what have you experienced?		581
Answered		2301
Skipped		144



Q19 What are your biggest challenges when traveling in Alaska? Check all that apply.

Answer Choices	Responses	
Reliability of air service	23.93%	556

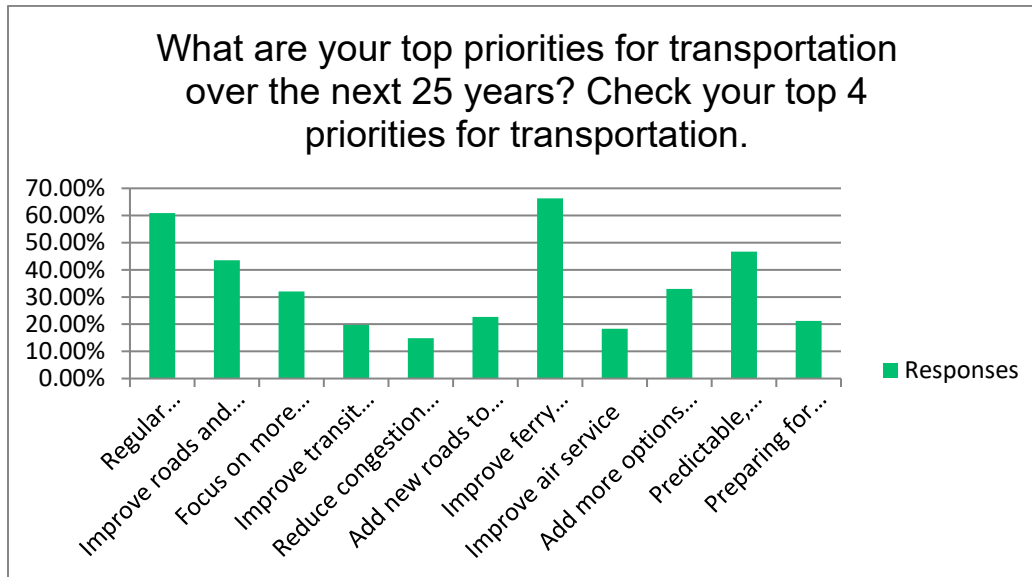
Reliability of ferry service	52.56%	1221
Frequency of air service	23.42%	544
Frequency of ferry service	52.09%	1210
Poor roads	33.66%	782
Lack of roads	23.37%	543
Lack of bike lanes/paths	29.14%	677
Lack of sidewalks/pathways for walking	28.58%	664
Winter maintenance	40.42%	939
Making connections from one type of transportation to another	25.10%	583
Lack of ridesharing services such as Uber and Lyft	9.69%	225
Other. Please explain:	13.52%	314
Answered		2323
Skipped		122



Q20 What are your top priorities for transportation over the next 25 years? Check your top 4 priorities for transportation.

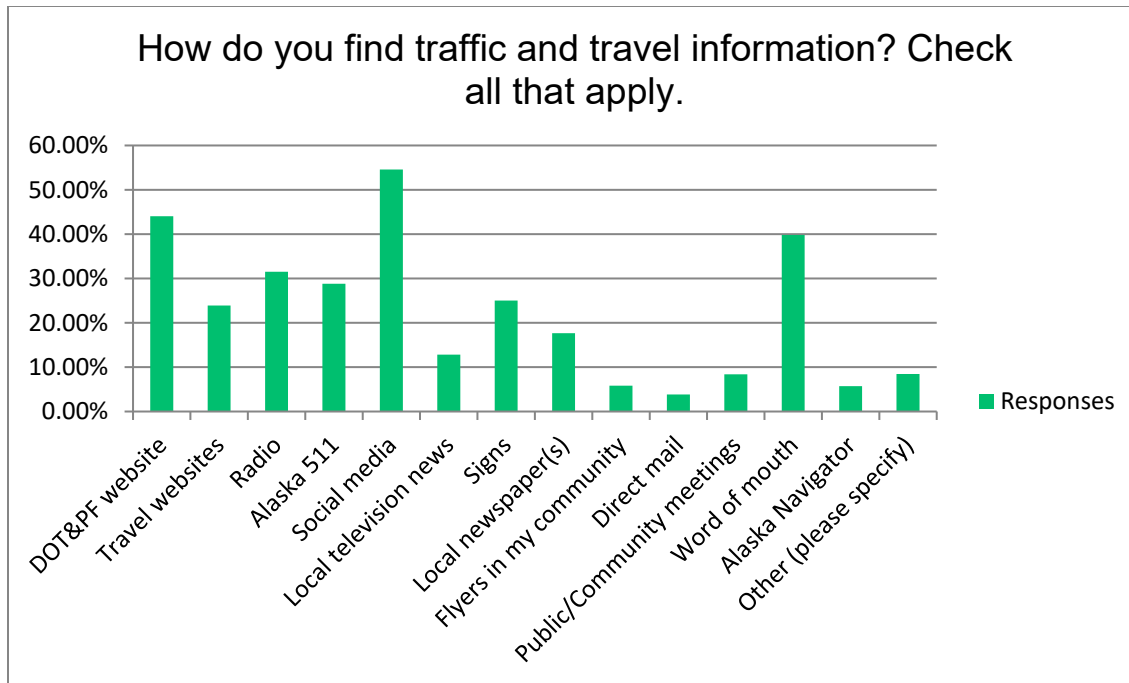
Answer Choices	Responses
Regular maintenance of what we have	60.89% 1415
Improve roads and bridges	43.50% 1011
Focus on more efficient movement of freight for all modes	32.06% 745
Improve transit service	19.71% 458
Reduce congestion on roadways	14.85% 345
Add new roads to support economic development	22.68% 527
Improve ferry service	66.31% 1541
Improve air service	18.33% 426
Add more options for walking and bicycling	32.96% 766

Predictable, sustainable long-term funding	46.73%	1086
Preparing for electric or autonomous vehicles	21.21%	493
	Answered	2324
	Skipped	121



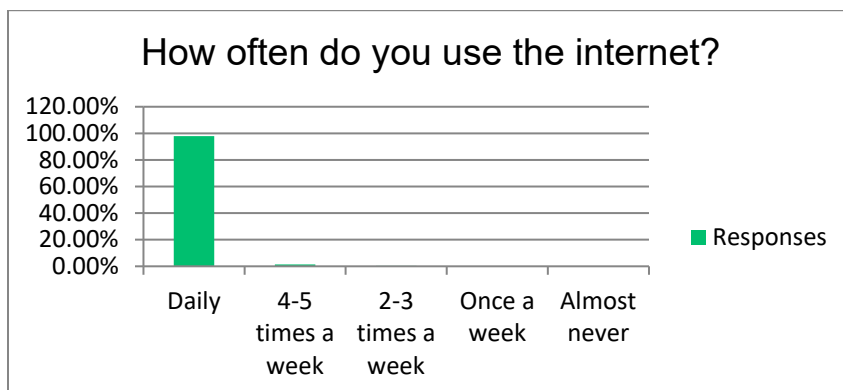
Q21 How do you find traffic and travel information? Check all that apply.

Answer Choices	Responses	Count
DOT&PF website	44.03%	1006
Travel websites	23.89%	546
Radio	31.51%	720
Alaska 511	28.80%	658
Social media	54.57%	1247
Local television news	12.82%	293
Signs	25.03%	572
Local newspaper(s)	17.68%	404
Flyers in my community	5.82%	133
Direct mail	3.85%	88
Public/Community meetings	8.40%	192
Word of mouth	39.82%	910
Alaska Navigator	5.73%	131
Other (please specify)	8.45%	193
	Answered	2285
	Skipped	160



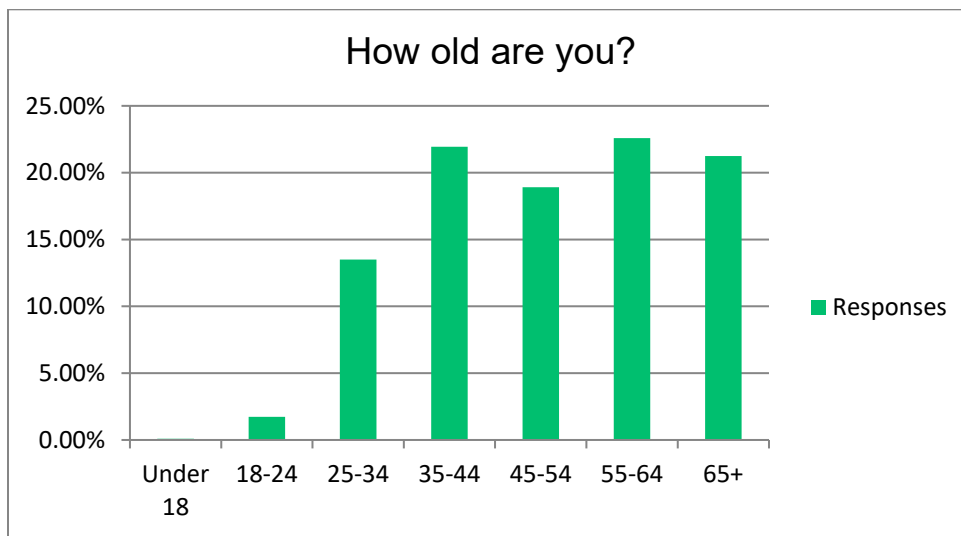
Q22 How often do you use the internet?

Answer Choices	Responses	Count
Daily	97.89%	2277
4-5 times a week	1.46%	34
2-3 times a week	0.34%	8
Once a week	0.13%	3
Almost never	0.17%	4
Answered		2326
Skipped		119



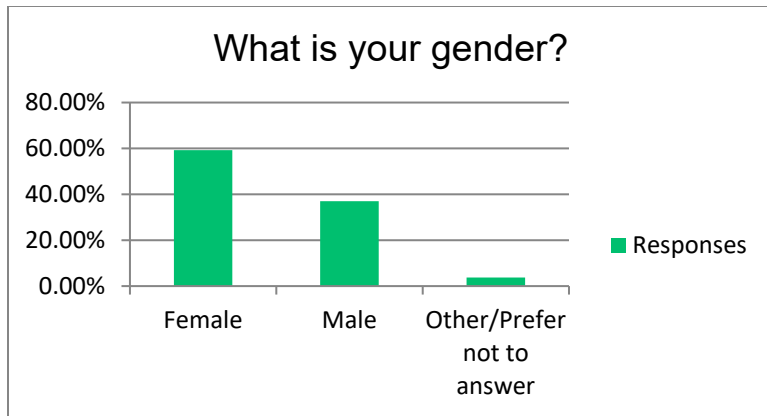
Q23 How old are you?

Answer Choices	Responses	
Under 18	0.09%	2
18-24	1.73%	40
25-34	13.50%	312
35-44	21.94%	507
45-54	18.91%	437
55-64	22.59%	522
65+	21.25%	491
Answered	2311	
Skipped	134	



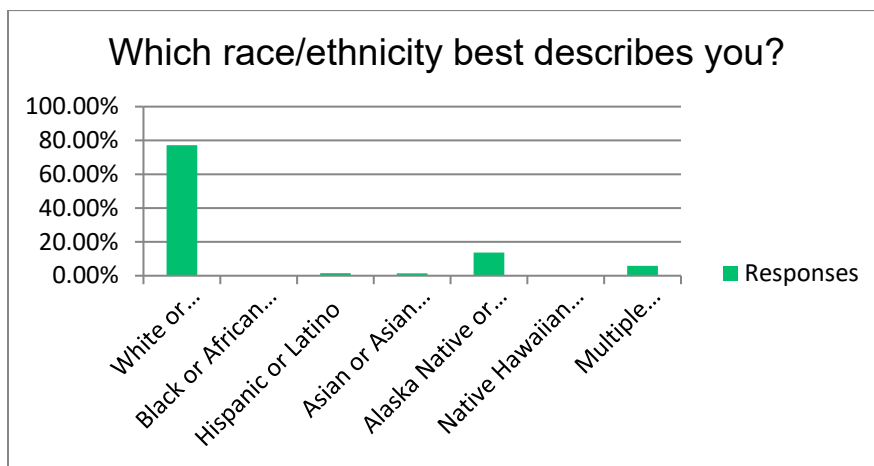
Q24 What is your gender?

Answer Choices	Responses	
Female	59.26%	1370
Male	37.02%	856
Other/Prefer not to answer	3.72%	86
Answered	2312	
Skipped	133	



Q25 Which race/ethnicity best describes you?

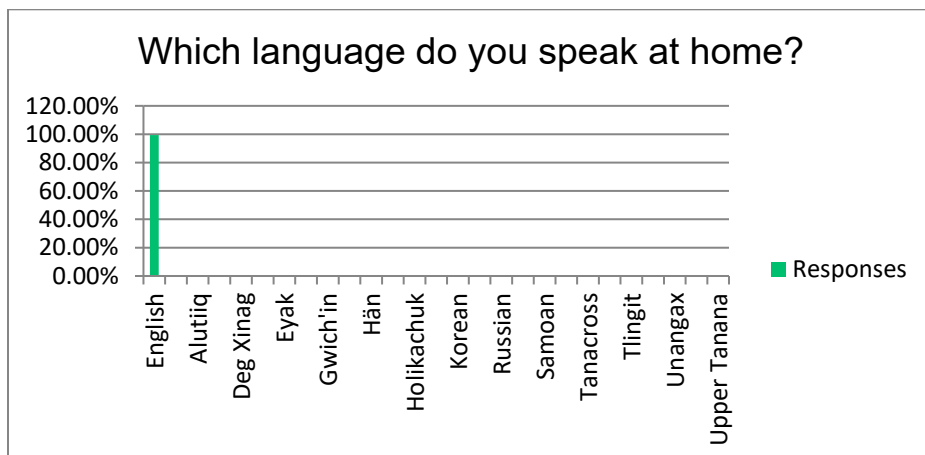
Answer Choices	Responses	
White or Caucasian	77.21%	1735
Black or African American	0.13%	3
Hispanic or Latino	1.51%	34
Asian or Asian American	1.38%	31
Alaska Native or American Indian	13.71%	308
Native Hawaiian or other Pacific Islander	0.18%	4
Multiple ethnicities. Please specify:	5.87%	132
Answered		2247
Skipped		198



Q26 Which language do you speak at home?

Answer Choices	Responses	
English	99.34%	2248
Ahtna	0.00%	0
Alutiiq	0.04%	1

Central Alaskan Yup'ik	0.13%	3
Deg Xinag	0.00%	0
Dena'ina	0.00%	0
Eyak	0.00%	0
Filipino	0.04%	1
Gwich'in	0.00%	0
Haida	0.04%	1
Hän	0.00%	0
Hmong	0.00%	0
Holikachuk	0.00%	0
Inupiaq	0.09%	2
Korean	0.00%	0
Koyukon	0.04%	1
Russian	0.04%	1
Siberian Yupik	0.00%	0
Samoan	0.00%	0
Spanish	0.04%	1
Tanacross	0.00%	0
Tanana	0.00%	0
Tlingit	0.18%	4
Tsimshian	0.00%	0
Unangax	0.00%	0
Upper Kuskokwim	0.00%	0
Upper Tanana	0.00%	0
Answered		2263
Skipped		182



Q27 What zip code do you live in?

Answered 2283

Skipped 162

Twenty-one responses were zip codes either outside of Alaska or the United States or were not recognized as valid zip codes by the United States Postal Service.

Zip Code	City	County	
99501 – 99524, 99529, 99530	Anchorage	Anchorage	422
99549	Port Heiden	Lake And Peninsula	1
99550	Port Lions	Kodiak Island	7
99555	Aleknagik	Dillingham	1
99556	Anchor Point	Kenai Peninsula	6
99557	Aniak	Bethel	4
99559	Bethel	Bethel	8
99563	Chevak	Kusilvak	1
99564	Chignik	Lake And Peninsula	2
99567	Chugiak	Anchorage	16
99572	Cooper Landing	Kenai Peninsula	1
99573	Copper Center	Valdez Cordova	1
99574	Cordova	Valdez Cordova	64
99576	Dillingham	Dillingham	1
99577	Eagle River	Anchorage	31
99586	Gakona	Valdez Cordova	1
99587	Girdwood	Anchorage	15
99588	Glennallen	Valdez Cordova	5

99589	Goodnews Bay	Bethel	2
99603	Homer	Kenai Peninsula	30
99606	Iliamna	Lake And Peninsula	1
99607	Kalskag	Bethel	5
99610	Kasilof	Kenai Peninsula	3
99611	Kenai	Kenai Peninsula	15
99613	King Salmon	Bristol Bay	1
99615	Kodiak	Kodiak Island	111
66923	Wasilla/Big Lake	Matanuska-Susitna	25
99624	Larsen Bay	Kodiak Island	1
99626	Lower Kalskag	Bethel	1
99630	Mekoryuk	Bethel	1
99633	Naknek	Bristol Bay	1
99634	Napakiaik	Bethel	1
99635	Nikiski	Kenai Peninsula	1
99639	Ninilchik	Kenai Peninsula	2
99640	Nondalton	Lake And Peninsula	1
99643	Old Harbor	Kodiak Island	1
99644	Ouzinkie	Kodiak Island	22
99645	Palmer	Matanuska Susitna	84
99652	Big Lake	Matanuska Susitna	8

99654	Wasilla	Matanuska Susitna	72
99655	Quinhagak	Bethel	1
99658	Saint Marys	Kusilvak	3
99659	Saint Michael	Nome	1
99663	Seldovia	Kenai Peninsula	15
99664	Seward	Kenai Peninsula	5
99667	Skwentna	Matanuska Susitna	1
99669	Soldotna	Kenai Peninsula	14
99672	Sterling	Kenai Peninsula	5
99674	Sutton	Matanuska Susitna	2
99676	Talkeetna	Matanuska Susitna	8
99678	Togiak	Dillingham	1
99680	Tuntutuliak	Bethel	1
99683	Trapper Creek	Matanuska Susitna	2
99685	Unalaska	Aleutians West	3
99686	Valdez	Valdez Cordova	36
99687	Wasilla	Matanuska Susitna	5
99688	Willow	Matanuska Susitna	3
99689	Yakutat	Yakutat	1
99692	Dutch Harbor	Aleutians West	3
99694	Houston	Matanuska Susitna	3

99701	Fairbanks	Fairbanks North Star	15
99705	North Pole	Fairbanks North Star	16
99707	Fairbanks	Fairbanks North Star	1
99708	Fairbanks	Fairbanks North Star	4
99709	Fairbanks	Fairbanks North Star	57
99710	Fairbanks	Fairbanks North Star	1
99712	Fairbanks	Fairbanks North Star	19
99714	Salcha	Fairbanks North Star	1
99723	Barrow/Utqiagvik	North Slope	24
99725	Ester	Fairbanks North Star	2
99726	Bettles Field	Yukon Koyukuk	2
99729	Cantwell	Denali	1
99730	Central	Yukon Koyukuk	2
99737	Delta Junction	Southeast Fairbanks	3
99743	Healy	Denali	11
99744	Anderson	Denali	1
99746	Huslia	Yukon Koyukuk	1
99749	Kiana	Northwest Arctic	1
99750	Kivalina	Northwest Arctic	1
99752	Kotzebue	Northwest Arctic	1
99754	Koyukuk	Yukon Koyukuk	1

99755	Denali National Park	Denali	6
99760	Nenana	Yukon Koyukuk	2
99762	Nome	Nome	17
99782	Wainwright	North Slope	1
99791	Atkasuk	North Slope	1
99801	Juneau	Juneau	229
99803	Juneau	Juneau	2
99820	Angoon	Hoonah- Angoon	3
99821	Auke Bay	Juneau	8
99824	Douglas	Juneau	16
99826	Gustavus	Hoonah- Angoon	72
99827	Haines	Haines	45
99829	Hoonah	Hoonah- Angoon	35
99830	Kake	Petersburg	7
99832	Pelican	Hoonah- Angoon	1
99833	Petersburg	Petersburg	70
99835	Sitka	Sitka	99
99840	Skagway	Skagway	57
99841	Tenakee Springs	Hoonah- Angoon	2
99901	Ketchikan	Ketchikan Gateway	175
99918	Coffman Cove	Prince of Wales-Hyder	2

99919	Thorne Bay	Prince of Wales-Hyder	4
99921	Craig	Prince of Wales-Hyder	2
99922	Hydaburg	Prince of Wales-Hyder	1
99925	Klawock	Prince of Wales-Hyder	4
99926	Metlakatla	Prince of Wales-Hyder	85
99927	Point Baker	Prince of Wales-Hyder	1
99928	Ward Cove	Ketchikan Gateway	9
99929	Wrangell	Wrangell	47
99950	Ketchikan	Ketchikan Gateway	5
			2262

Anchorage Daily News Affidavit of Legals and Public Notices Posting

ORDER DETAILS	
Order Number:	W0023300
Order Status:	Submitted
Classification:	Legals & Public Notices
Package:	Legals ADN
Final Cost:	318.74
Payment Type:	Visa
User ID:	W0012893

ACCOUNT INFORMATION
Huddle AK 721 Depot Dr. Anchorage, AK 99501 907-223-0136 classads@adn.com

PAYMENT DETAILS
Visa*****6990 08/2025

TRANSACTION REPORT
Date: 11:06 AM - Tue, Jun 15, 2021
Amount: 318.74

ADDITIONAL OPTIONS
Affidavit Charge - Digital \$5

SCHEDULE FOR AD NUMBER W00233000
Wed Jun 16, 2021 Anchorage Daily News Legals
Thu Jun 24, 2021 Anchorage Daily News Legals
Mon Jun 28, 2021 Anchorage Daily News Legals

PREVIEW FOR AD NUMBER W00233000

PUBLIC NOTICE. The Department of Transportation and Public Facilities would like to invite you to participate in the Statewide Long-Range Transportation Plan and Freight Plan (LRTP/FP). Visit the project website at www.alaskamoves2050.com.

Project contacts: Eric Taylor at 907-465-8958 or eric.taylor@alaska.gov. Mail comments to Department of Transportation and Public Facilities, PO Box 112500, 3132 Channel Dr, Juneau, Alaska 99811.

It is the policy of the Department of Transportation & Public Facilities (DOT&PF) that no person shall be excluded from participation in, or be denied benefits of any and all programs or activities we provide based on race, religion, color, gender, age, marital status, ability, or national origin, regardless of the funding source including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration and State of Alaska Funds. Full Title VI Nondiscrimination Policy, dot.alaska.gov/tvi_statement.shtml. To file a complaint, go to: dot.alaska.gov/cvtrts/ttlevi.shtml. For individuals requiring TTY communications, please contact Alaska Relay 711 or 1-800-676-3777.

Pub: June 16, 24, 28/2021

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Anchorage Daily News Affidavit of Legals and Public Notices Posting

ORDER DETAILS	
Order Number:	W0023300
Order Status:	Submitted
Classification:	Legals & Public Notices
Package:	Legals ADN
Final Cost:	318.74
Payment Type:	Visa
User ID:	W0012893

ACCOUNT INFORMATION
HuddleAK 721 Depot Dr. Anchorage, AK 99501 907-223-0136 classads@adn.com

PAYMENT DETAILS
Visa* [REDACTED]

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Pub: June 16, 24, 28/2021

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Outreach Event #2

LONG-RANGE TRANSPORTATION PLAN & FREIGHT PLAN

ALASKA MOVES 2050: SURVEY REPORT #2

March 2022



ALASKA DEPARTMENT
OF TRANSPORTATION
& PUBLIC FACILITIES

Alaska Long-Range Transportation & Freight Plan: Survey Report #2

Alaska Moves 2050

Prepared for:

ALASKA DEPARTMENT
OF TRANSPORTATION
& PUBLIC FACILITIES

Prepared by:

HUDDLE AK, LLC

Project Contacts

Eric Taylor, DOT&PF
Wende Wilber, Kittelson & Associates, Inc

Contact:

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

March 2022

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PUBLIC SURVEY SUMMARY

Introduction

The Alaska Department of Transportation and Public Facilities (DOT&PF) launched a survey as part of the second round of public involvement for the Statewide Long-Range Transportation Plan and Freight Plan (LRTP/FP). The intent of the survey was to ask Alaskans which of the LRTP/FP goals and priorities are most important to them and to understand how people would prioritize funding both during times of a strong economy and a weaker economy. The survey was open January 24 through February 25, 2022. During that time, **169** people took the survey.

Methodology & Distribution

The survey was available online and consisted of nine questions, including questions that collected information about participants' demographics. The demographics questions consisted of age, ethnicity, gender, which zip code people reside in, and what type of community people live in (rural, remote, or urban).

While the virtual public meeting accompanying this survey was viewed about as many times as the first virtual public meeting, participation in this second survey was significantly less than with the first survey in June 2021, with only 169 participants in the second versus 2,500 participants in the first.

A Mailchimp email newsletter was sent out to 869 recipients comprised of non-metropolitan planning organization and statewide tribal contacts on January 24, 2022, announcing Virtual Public Meeting #2 and the survey and asking people to share those outreach materials with their networks. On February 7, a reminder email was sent to the same group of contacts reminding them to view the virtual public meeting, complete the survey, and share those materials and on February 21, a final reminder email was sent. Those emails are attached.

The project team individually emailed other relevant partners and organizations, asking them to share the survey and virtual public meeting materials with their networks and contacts. In addition, an email notification was sent out using the State of Alaska's E-Gov News delivery system and members of the Statewide Transportation Advisory Committee (STAC) and the Freight Advisory Committee (FAC) were emailed and notified as well.

DOT&PF used its social media channels, including Facebook, Twitter, and Instagram, to advertise the virtual public meeting and survey to its followers. The department posted on January 26, February 3, and February 16, 2022. The first post advertising the virtual public meeting was published on January 26, 2022. On Facebook, five people liked the post and three people shared it. On Twitter, one person retweeted the post and two people liked it, and on Instagram 50 people liked the post and two people commented. The second post was published on February 3, 2022. On Facebook, seven people liked the post, 13 people commented, and 15 people shared the post. On Twitter, one person retweeted the post. The third post was published on February 16, 2022. On Facebook, the post had no interactions or comments.

A public notice was posted in the Legals and Public Notices section of the Anchorage Daily News (ADN) online and four notices ran in the print newspaper on different days of the week for four weeks.

The online notice was posted January 24 through February 25, 2022, and print notices ran in the Monday, January 24; Thursday, February 3; Tuesday, February 15; and Wednesday, February 23, 2022, editions of the newspaper. An affidavit from the ADN verifying the placement of the public notice is attached.

Respondent Demographics

Fifty-three (53) percent of respondents were male, 45 percent female, and 2 percent preferred not to answer. Eighty-one (81) percent of people are white/Caucasian, almost 10 percent are Alaska Native or American Indian, 9 percent are multiple ethnicities, and less than 1 percent are Asian or Asian American.

People between 18-24 years old were the least represented in the survey, with less than 2 percent of total responses coming from that age range. People 25-34 years old were almost 8 percent of responses. People who are 35-44 years old are 23 percent of responses, 45-54 years old are 19 percent, 55-64 are 24 percent of responses, and 65 years old and over are 24 percent of total responses.

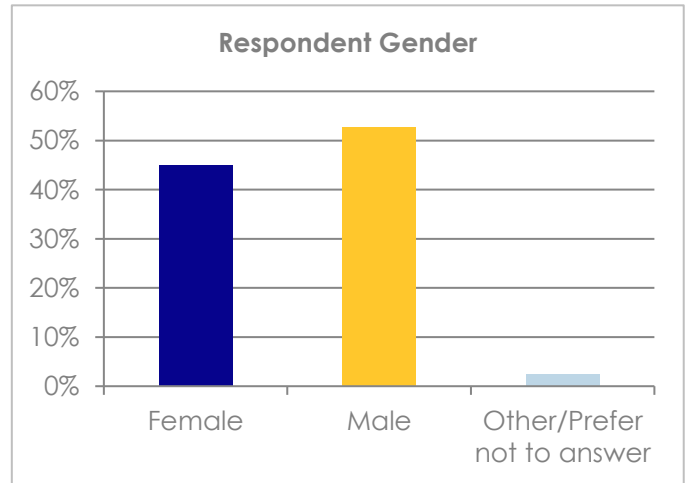


Figure 1. Respondent Gender

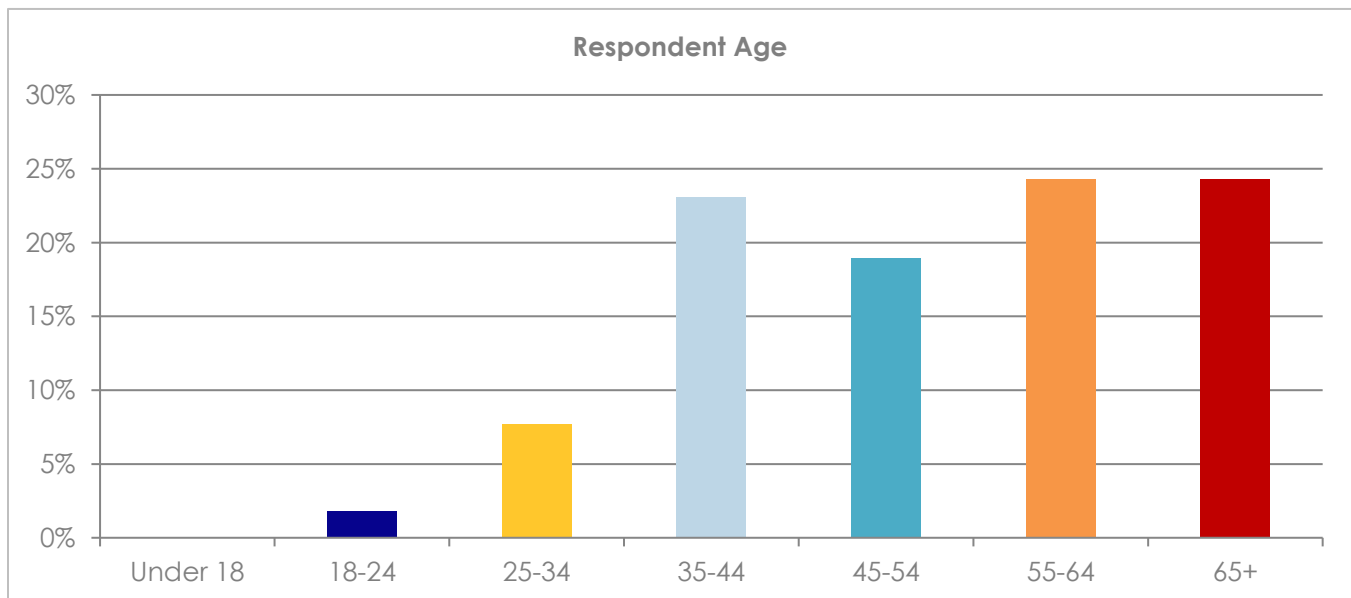


Figure 2. Respondent Age

Survey takers were asked to self-identify the type of community they live in. Forty-three (43) percent identified as living in an urban area, 45 percent said they live in a rural area, and 12 percent said they live in a remote community.

Table 1. Survey Response by Region

Interior	Northwest	Southcentral	Southeast	Southwest	Yukon Kuskokwim
35	2	72	35	22	0

Results

The survey results were analyzed to assess which of the LRTP/FP goals and priorities were most important to Alaskans, and how people would prioritize spending transportation funding in a strong, growing economy and a weak economy with limited state or federal funding. The results were aggregated by region to understand trends across the state.

LRTP/FP Goals

The planning process developed nine goals for the LRTP/FP. Those nine goals are:



Respondents were asked to rank the nine goals of the LRTP/FP by order of importance.

The top three goals for all survey takers were:

1. Operations and Maintenance
2. Mobility for all Alaskans
3. Sustainable Funding

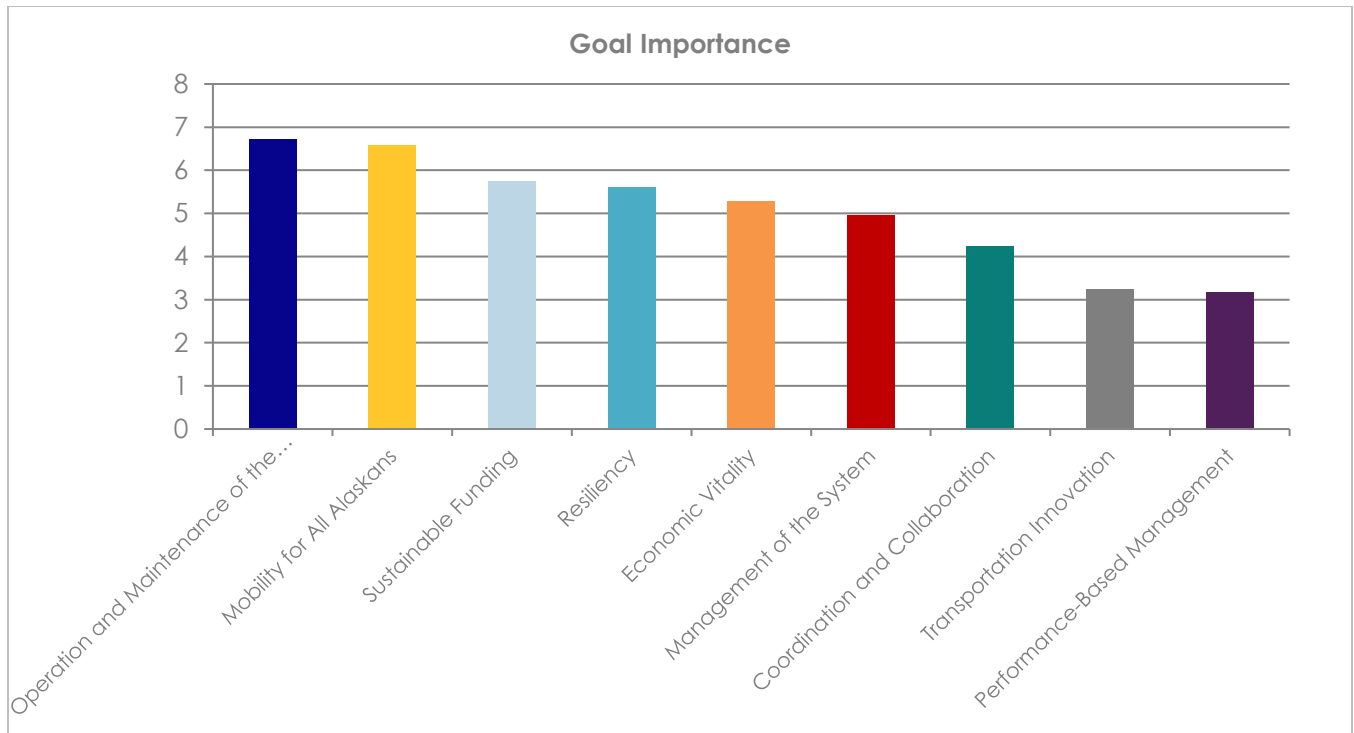


Figure 3. Goal Importance

Table 2. Top Goals by Region

Interior	Northwest	Southcentral	Southeast	Southwest
Operation and Maintenance of the System	Operations and Maintenance of the System	Mobility for All Alaskans	Operation and Maintenance of the System	Operation and Maintenance of the System
Mobility for All Alaskans	Transportation Innovation	Operation and Maintenance of the System	Mobility for All Alaskans	Mobility for All Alaskans
Resiliency	Economic Vitality	Sustainable Funding	Sustainable Funding	Management of the System

Note: No responses for Yukon Kuskokwim

L RTP/FP Priorities

Survey takers were given a list of seven sentences and asked to rank them. The seven statements were:

- I am willing to give something up, if it means people in small communities without roads can keep reliable air and/or ferry service.
- The state should spend more on up-front construction so ports, roads, bridges and airports can withstand an earthquake, flood, erosion, or fire.

- The state should invest in new technologies to prepare for the future like electric vehicles and ferries, connected and automated vehicles, unmanned aerial aircraft for freight delivery, and safety improvements.
- The state should not build new facilities until we can maintain what we have in good condition.
- When planning to expand our system, the cost to operate and maintain should be considered.
- The ability to respond quickly to snowstorms, landslides or other needed emergency repairs is a priority.
- Getting goods into the Port of Alaska and out to the rest of the state is a top priority.

Survey takers ranked the following statements as their highest priorities for transportation in Alaska:

1. When planning to expand our system, the cost to operate and maintain it should be considered.
2. I am willing to give something up, if it means people in small communities without roads can keep reliable air and/or ferry service.
3. The ability to respond quickly to snowstorms, landslides, or other needed emergency repairs is a priority.

Table 3. Top Priorities by Region

Interior	Northwest	Southcentral	Southeast	Southwest
When planning to expand our system, the cost to operate and maintain it should be considered.	Getting goods into the Port of Alaska and out to the rest of the state is a top priority.	When planning to expand our system, the cost to operate and maintain it should be considered.	The state should not build new facilities until we can maintain what we have in good condition.	I am willing to give something up, if it means people in small communities without roads can keep reliable air and/or ferry service.
The state should spend more on up-front construction so ports, roads, bridges and airports can withstand an earthquake, flood, erosion, or fire.	The ability to respond quickly to snowstorms, landslides or other needed emergency repairs is a priority.	Getting goods into the Port of Alaska and out to the rest of the state is a top priority.	When planning to expand our system, the cost to operate and maintain it should be considered.	Getting goods into the Port of Alaska and out to the rest of the state is a top priority.
I am willing to give something up, if it means people in small communities without roads can keep reliable air and/or ferry service.	The state should spend more on up-front construction so ports, roads, bridges and airports can withstand an earthquake, flood, erosion, or fire.	The ability to respond quickly to snowstorms, landslides or other needed emergency repairs is a priority.	I am willing to give something up, if it means people in small communities without roads can keep reliable air and/or ferry service.	The ability to respond quickly to snowstorms, landslides or other needed emergency repairs is a priority.

Note: No responses for Yukon Kuskokwim

Funding Priorities in a Strong Economy

Survey takers were asked to imagine a strong economy and unlimited funding. If that were the case, they were asked to rank 19 statements of how they would prioritize State of Alaska funding for transportation. The full list of statements can be found in the appendix.

The overall top five priorities ranked by all respondents were:

1. Fix existing roads and bridges
2. Fix existing runways
3. Increase ferry service
4. Build more pathways, sidewalks and bike lanes
5. Invest in safety improvements

Table 4. Top Funding Priorities in a Strong Economy by Region

Interior	Northwest	Southcentral	Southeast	Southwest
Fix existing roads and bridges	Fix existing runways	Fix existing roads and bridges	Fix existing roads and bridges	Fix existing runways
Fix existing runways	Add new passenger train services (tied with #3)	Fix existing runways	Increase ferry service	Invest in rural airports to improve reliability and safety
Build more pathways, sidewalks and bike lanes	Invest in safety improvements (tied with #2)	Build more pathways, sidewalks and bike lanes	Fix existing runways	Fix existing roads and bridges
Invest in safety improvements	Fix existing roads and bridges (tied with #5)	Invest in safety improvements	Build new roads to connect communities	Upgrade critical freight transportation facilities
Invest in more maintenance like snow plowing	Respond more quickly to emergencies like landslides, major weather events, emergency repairs (tied with #4)	Increase ferry service	Invest in safety improvements	Increase ferry service

Note: No responses for Yukon Kuskokwim

Funding Priorities in a Weak Economy

On the opposite end of the spectrum, survey takers were asked how they would prioritize State of Alaska funding for transportation in a weak economy where there is limited state and federal funding.

The overall top five priorities in this scenario were:

1. Fix existing roads and bridges
2. Fix existing runways
3. Increase ferry service
4. Invest in safety improvements
5. Invest in more maintenance like snow plowing

Table 5. Top Funding Priorities in a Weak Economy by Region

Interior	Northwest	Southcentral	Southeast	Southwest
Fix existing roads and bridges	Fix existing runways (tied with #2)	Fix existing roads and bridges	Fix existing roads and bridges	Fix existing runways
Fix existing runways	Add new passenger train services (tied with #1)	Fix existing runways	Increase ferry service	Fix existing roads and bridges
Build more pathways, sidewalks and bike lanes	Invest in safety improvements	Invest in safety improvements	Fix existing runways	Invest in rural airports to improve reliability and safety
Invest in more maintenance like snow plowing	Invest in technology to improve travel time, connections, and safety	Increase ferry service	Invest in safety improvements	Invest in safety improvements
Invest in safety improvements	Fix existing roads and bridges (tied with 6)	Upgrade critical freight transportation facilities	Invest in technology to improve travel time, connections, and safety	Increase ferry service
	Fix existing roads and bridges (tied with 6)	Fix existing roads and bridges		
	Upgrade critical freight transportation facilities (tied with 5)			

Note: No responses for Yukon Kuskokwim

Conclusion

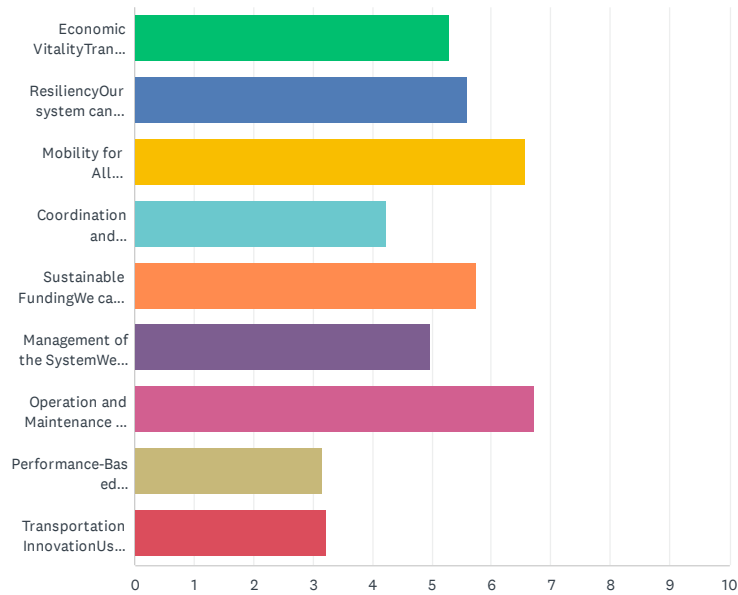
The survey and public comments provided feedback that the LRTP/FP goals and priorities are representative of what Alaskans are concerned about when it comes to our transportation network. Some key takeaways include:

- In times of both a strong, growing economy and a weak economy with limited funding, Alaskans would prioritize fixing existing infrastructure such roads, bridges, and runways, increasing ferry service, and investing in safety improvements.
- Maintenance and Operations continues to be a high priority for Alaskans. Investing in new technologies is a low priority.
- From those who took the survey, there is a strong desire for increased ferry service.
- Alaskans want a transportation system that allows people to travel safely and provides safe transportation options for everyone.

ATTACHMENTS

Q1 Which of the transportation plan's goals is most important to you?
Please rank in order of importance. You can use the drop down arrows to rank your answers, or drag and drop them in the order you want.

Answered: 166 Skipped: 3



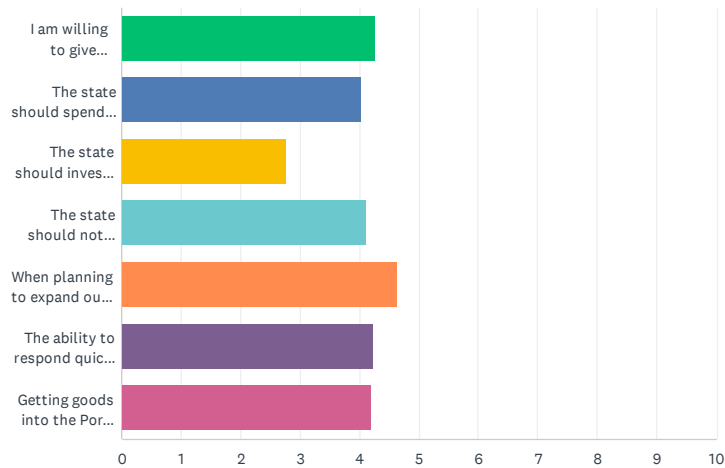
Alaska's Transportation Future: What Matters to You

	1	2	3	4	5	6	7	8	9	TOTAL	SCORE
Economic Vitality Transportation helps our economy grow	14.74% 23	13.46% 21	12.82% 20	7.69% 12	13.46% 21	5.77% 9	12.18% 19	5.13% 8	14.74% 23	156	5.28
Resiliency Our system can withstand natural disasters and other disruptions	10.19% 16	16.56% 26	16.56% 26	10.83% 17	10.83% 17	13.38% 21	7.64% 12	8.92% 14	5.10% 8	157	5.59
Mobility for All Alaskans People can get where they need to go safely and efficiently	27.16% 44	16.67% 27	15.43% 25	12.96% 21	7.41% 12	7.41% 12	4.32% 7	4.94% 8	3.70% 6	162	6.57
Coordination and Collaboration DOT&PF works with others to get more done	0.00% 0	6.96% 11	5.06% 8	17.09% 27	13.92% 22	17.72% 28	18.99% 30	12.03% 19	8.23% 13	158	4.23
Sustainable Funding We can pay for what we need, and keep it in good working order	6.25% 10	17.50% 28	20.63% 33	13.75% 22	16.25% 26	6.25% 10	9.38% 15	6.88% 11	3.13% 5	160	5.74
Management of the System We find the best, most affordable ways to improve how things work and give people more transportation choices	6.25% 10	6.88% 11	11.25% 18	13.75% 22	15.63% 25	20.63% 33	12.50% 20	11.88% 19	1.25% 2	160	4.96
Operation and Maintenance of the System Taking care of the roads, airports, and ferries we already have is top priority	36.20% 59	12.88% 21	12.88% 21	11.04% 18	3.07% 5	6.75% 11	11.04% 18	3.68% 6	2.45% 4	163	6.71
Performance-Based Management Gathering data to help target spending where it's most needed	0.64% 1	3.82% 6	3.82% 6	9.55% 15	7.01% 11	10.83% 17	12.74% 20	27.39% 43	24.20% 38	157	3.16
Transportation Innovation Use new technologies to improve safety, maintenance, and efficiently move freight	0.63% 1	8.86% 14	4.43% 7	4.43% 7	12.03% 19	8.23% 13	8.86% 14	16.46% 26	36.08% 57	158	3.23

Alaska's Transportation Future: What Matters to You

Q2 Rank the following statements. You can use the drop down arrows to rank your answers, or drag and drop them in the order you want.

Answered: 165 Skipped: 4

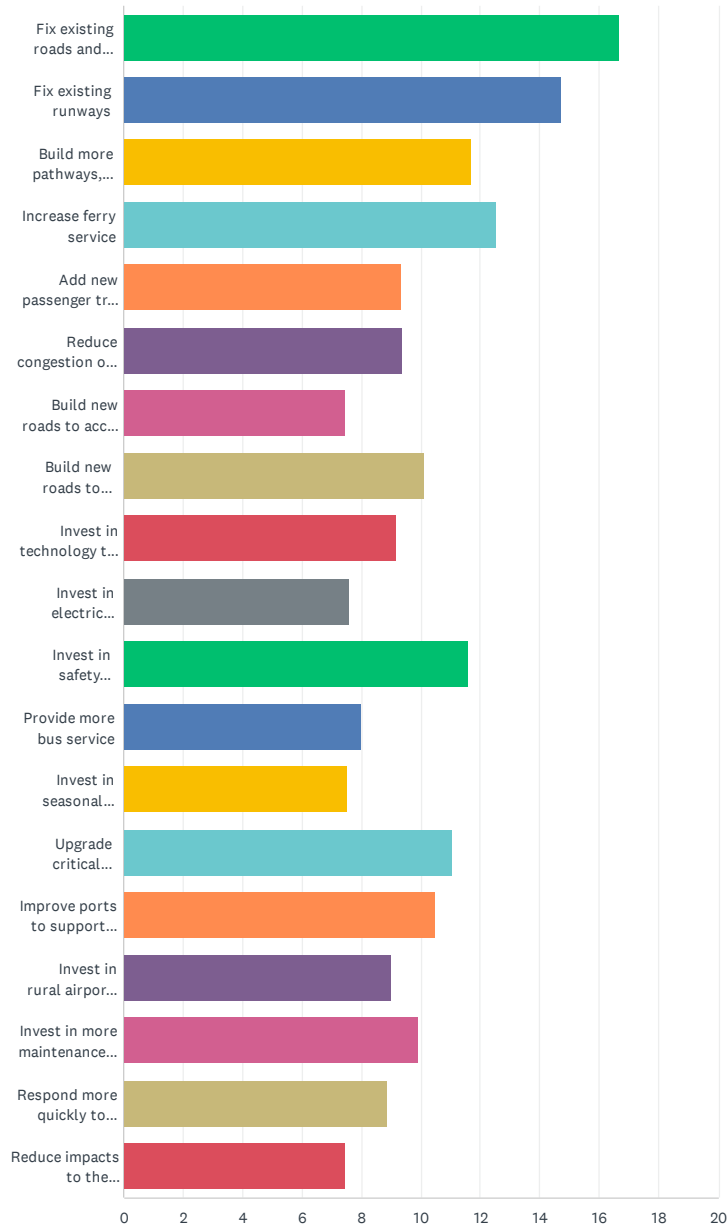


	1	2	3	4	5	6	7	TOTAL	SCORE
I am willing to give something up, if it means people in small communities without roads can keep reliable air and/or ferry service.	22.56% 37	18.29% 30	9.15% 15	6.71% 11	11.59% 19	20.12% 33	11.59% 19	164	4.27
The state should spend more on up-front construction so ports, roads, bridges and airports can withstand an earthquake, flood, erosion, or fire.	10.19% 16	12.74% 20	16.56% 26	19.75% 31	19.11% 30	14.01% 22	7.64% 12	157	4.03
The state should invest in new technologies to prepare for the future like electric vehicles and ferries, connected and automated vehicles, unmanned aerial aircraft for freight delivery, and safety improvements.	6.37% 10	7.64% 12	8.28% 13	6.37% 10	17.20% 27	14.01% 22	40.13% 63	157	2.77
The state should not build new facilities until we can maintain what we have in good condition.	19.75% 32	11.73% 19	14.20% 23	13.58% 22	12.35% 20	12.35% 20	16.05% 26	162	4.12
When planning to expand our system, the cost to operate and maintain it should be considered.	14.37% 23	23.13% 37	18.13% 29	18.13% 29	11.88% 19	10.00% 16	4.38% 7	160	4.63
The ability to respond quickly to snowstorms, landslides or other needed emergency repairs is a priority.	10.56% 17	14.29% 23	22.36% 36	19.25% 31	13.04% 21	14.29% 23	6.21% 10	161	4.22
Getting goods into the Port of Alaska and out to the rest of the state is a top priority.	18.13% 29	14.37% 23	13.13% 21	15.63% 25	13.13% 21	13.13% 21	12.50% 20	160	4.19

Alaska's Transportation Future: What Matters to You

Q3 Imagine a strong economy and unlimited funding! Which needs take top priority? Please rank the following investments in order of importance to you. You can use the drop down arrows to rank your answers, or drag and drop them in the order you want.

Answered: 169 Skipped: 0



Alaska's Transportation Future: What Matters to You

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Fix existing roads and bridges	37.20% 61	17.68% 29	10.37% 17	10.37% 17	6.10% 10	5.49% 9	5.49% 9	1.83% 3	0.61% 1	0.61% 1	0.61% 1	0.61% 1	1.22% 2	0.61% 1
Fix existing runways	3.11% 5	26.71% 43	13.66% 22	8.70% 14	10.56% 17	6.21% 10	8.07% 13	5.59% 9	4.97% 8	3.11% 5	1.24% 2	1.24% 2	1.86% 3	2.48% 4
Build more pathways, sidewalks and bike lanes	10.56% 17	6.21% 10	14.91% 24	10.56% 17	6.21% 10	4.35% 7	1.24% 2	1.24% 2	3.73% 6	3.11% 5	2.48% 4	4.35% 7	3.11% 5	6.21% 10
Increase ferry service	14.55% 24	6.67% 11	9.70% 16	11.52% 19	4.24% 7	5.45% 9	6.06% 10	5.45% 9	4.24% 7	4.85% 8	1.82% 3	3.03% 5	3.03% 5	0.61% 1
Add new passenger train services	2.60% 4	3.25% 5	0.65% 1	5.19% 8	11.04% 17	7.14% 11	2.60% 4	7.79% 12	3.25% 5	5.19% 8	8.44% 13	1.95% 3	4.55% 7	6.49% 10
Reduce congestion on roadways	3.23% 5	3.23% 5	5.16% 8	3.87% 6	2.58% 4	9.03% 14	5.81% 9	1.94% 3	3.23% 5	7.74% 12	8.39% 13	6.45% 10	6.45% 10	5.81% 9
Build new roads to access resources like mining	1.94% 3	2.58% 4	3.23% 5	3.23% 5	3.87% 6	3.87% 6	7.74% 12	5.16% 8	5.81% 9	2.58% 4	3.87% 6	5.81% 9	2.58% 4	1.94% 3
Build new roads to connect communities	5.13% 8	8.97% 14	1.92% 3	5.77% 9	3.21% 5	3.85% 6	3.85% 6	9.62% 15	7.05% 11	8.33% 13	3.85% 6	3.85% 6	5.77% 9	1.92% 3
Invest in technology to improve travel time, connections, and safety	0.63% 1	2.50% 4	2.50% 4	5.00% 8	3.13% 5	5.00% 8	3.75% 6	5.63% 9	10.63% 17	6.25% 10	6.88% 11	9.38% 15	10.00% 16	7.50% 12
Invest in electric vehicles technology - for ferries, buses, planes and cars	1.25% 2	3.13% 5	5.63% 9	3.75% 6	3.75% 6	2.50% 4	1.88% 3	1.88% 3	3.13% 5	6.25% 10	8.75% 14	3.75% 6	5.63% 9	7.50% 12
Invest in safety improvements	2.55% 4	3.82% 6	4.46% 7	7.01% 11	13.38% 21	4.46% 7	5.10% 8	10.83% 17	8.92% 14	7.64% 12	10.19% 16	5.10% 8	5.10% 8	4.46% 7
Provide more bus service	1.25% 2	1.25% 2	4.38% 7	5.00% 8	3.75% 6	2.50% 4	2.50% 4	1.88% 3	1.88% 3	5.63% 9	5.63% 9	11.25% 18	10.00% 16	9.38% 15
Invest in seasonal facilities (like ice roads in the winter, river barges in the summer) for improved access between communities	0.00% 0	1.91% 3	3.18% 5	2.55% 4	1.27% 2	3.82% 6	1.91% 3	2.55% 4	5.73% 9	5.10% 8	3.82% 6	7.01% 11	8.92% 14	12.10% 19
Upgrade critical freight transportation facilities	1.25% 2	3.75% 6	5.00% 8	5.00% 8	6.88% 11	13.13% 21	10.00% 16	8.13% 13	5.00% 8	3.75% 6	3.13% 5	10.00% 16	4.38% 7	8.75% 14
Improve ports to support freight, the economy, tourism and local travel	2.44% 4	1.83% 3	7.32% 12	5.49% 9	7.93% 13	4.88% 8	9.15% 15	8.54% 14	4.27% 7	6.71% 11	4.27% 7	4.88% 8	5.49% 9	5.49% 9
Invest in rural airports to improve reliability and safety	6.92% 11	2.52% 4	3.77% 6	0.63% 1	2.52% 4	5.66% 9	6.29% 10	2.52% 4	6.92% 11	2.52% 4	6.92% 11	8.81% 14	5.03% 8	6.29% 10
Invest in more maintenance like snow plowing	2.52% 4	5.03% 8	2.52% 4	2.52% 4	6.92% 11	8.81% 14	5.66% 9	8.18% 13	8.18% 13	6.29% 10	3.77% 6	4.40% 7	6.29% 10	3.14% 5
Respond more quickly to emergencies	1.91% 3	2.55% 4	5.10% 8	3.18% 5	3.18% 5	3.18% 5	8.92% 14	5.73% 9	5.73% 9	7.64% 12	8.92% 14	2.55% 4	4.46% 7	4.46% 7

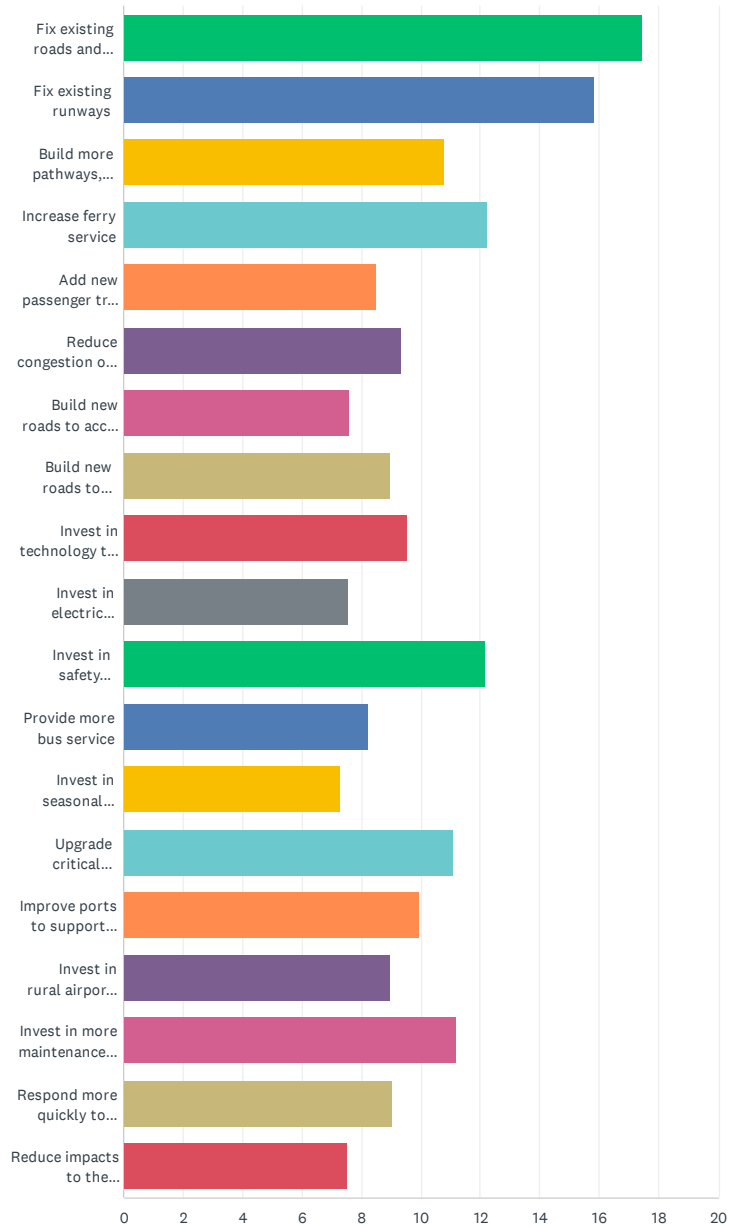
Alaska's Transportation Future: What Matters to You

like
landslides,
major weather
events,
emergency
repairs

Reduce impacts to the environment	5.59% 9	1.24% 2	1.24% 2	4.35% 7	1.24% 2	2.48% 4	4.35% 7	6.21% 10	6.21% 10	5.59% 9	4.35% 7	3.73% 6	4.35% 7	3.11% 5
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Q4 Imagine a slow economy with very little federal or state money. Which needs take top priority? Please rank the following investments in order of importance to you. You can use the drop down arrows to rank your answers, or drag and drop them in the order you want.

Answered: 167 Skipped: 2



Alaska's Transportation Future: What Matters to You

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Fix existing roads and bridges	54.43% 86	13.92% 22	10.76% 17	6.33% 10	3.80% 6	1.90% 3	2.53% 4	0.63% 1	2.53% 4	0.00% 0	0.63% 1	1.27% 2	0.00% 0	1.27% 2
Fix existing runways	4.64% 7	42.38% 64	11.26% 17	9.27% 14	8.61% 13	2.65% 4	4.64% 7	5.96% 9	3.97% 6	1.32% 2	1.99% 3	0.66% 1	1.32% 2	0.00% 0
Build more pathways, sidewalks and bike lanes	5.37% 8	6.04% 9	11.41% 17	12.08% 18	5.37% 8	4.70% 7	2.68% 4	4.70% 7	0.67% 1	2.68% 4	4.70% 7	3.36% 5	4.03% 6	4.70% 7
Increase ferry service	14.10% 22	5.13% 8	11.54% 18	10.26% 16	5.77% 9	5.77% 9	5.77% 9	5.77% 9	2.56% 4	3.21% 5	1.28% 2	1.28% 2	3.21% 5	4.49% 7
Add new passenger train services	2.04% 3	0.68% 1	4.08% 6	4.76% 7	11.56% 17	3.40% 5	4.76% 7	1.36% 2	3.40% 5	5.44% 8	4.76% 7	2.72% 4	4.76% 7	6.12% 9
Reduce congestion on roadways	1.36% 2	2.72% 4	3.40% 5	5.44% 8	4.08% 6	11.56% 17	4.76% 7	3.40% 5	4.76% 7	6.80% 10	3.40% 5	7.48% 11	6.80% 10	8.16% 12
Build new roads to access resources like mining	1.34% 2	3.36% 5	2.01% 3	6.04% 9	2.68% 4	5.37% 8	6.71% 10	8.05% 12	2.68% 4	1.34% 2	4.03% 6	5.37% 8	2.01% 3	1.34% 2
Build new roads to connect communities	2.03% 3	2.03% 3	1.35% 2	4.73% 7	7.43% 11	5.41% 8	5.41% 8	9.46% 14	5.41% 8	5.41% 8	6.08% 9	4.05% 6	3.38% 5	4.05% 6
Invest in technology to improve travel time, connections, and safety	0.66% 1	1.99% 3	1.99% 3	3.97% 6	4.64% 7	4.64% 7	7.28% 11	7.28% 11	11.92% 18	8.61% 13	7.95% 12	6.62% 10	3.97% 6	7.95% 12
Invest in electric vehicles technology - for ferries, buses, planes and cars	1.34% 2	2.68% 4	2.01% 3	4.70% 7	0.67% 1	2.01% 3	4.70% 7	2.68% 4	6.04% 9	5.37% 8	8.72% 13	5.37% 8	6.71% 10	8.05% 12
Invest in safety improvements	1.32% 2	5.92% 9	9.87% 15	5.26% 8	7.24% 11	9.87% 15	5.92% 9	7.24% 11	9.87% 15	10.53% 16	13.16% 20	5.26% 8	3.95% 6	1.97% 3
Provide more bus service	0.67% 1	2.00% 3	2.00% 3	4.00% 6	6.67% 10	2.67% 4	3.33% 5	4.00% 6	4.00% 6	6.00% 9	2.67% 4	14.00% 21	8.00% 12	7.33% 11
Invest in seasonal facilities (like ice roads in the winter, river barges in the summer) for improved access between communities	0.00% 0	0.00% 0	2.04% 3	1.36% 2	0.68% 1	4.08% 6	4.08% 6	2.72% 4	4.76% 7	7.48% 11	4.08% 6	10.88% 16	13.61% 20	9.52% 14
Upgrade critical freight transportation facilities	1.99% 3	2.65% 4	8.61% 13	6.62% 10	4.64% 7	7.28% 11	9.93% 15	7.28% 11	7.28% 11	7.95% 12	3.31% 5	5.96% 9	5.30% 8	9.93% 15
Improve ports to support freight, the economy, tourism and local travel	2.65% 4	1.32% 2	7.28% 11	1.99% 3	5.30% 8	4.64% 7	5.30% 8	12.58% 19	6.62% 10	6.62% 10	4.64% 7	5.30% 8	7.95% 12	4.64% 7
Invest in rural airports to improve reliability and safety	3.97% 6	2.65% 4	2.65% 4	2.65% 4	3.97% 6	2.65% 4	5.96% 9	5.30% 8	8.61% 13	5.30% 8	6.62% 10	5.96% 9	7.28% 11	3.97% 6
Invest in more maintenance like snow plowing	4.67% 7	6.00% 9	5.33% 8	8.00% 12	8.00% 12	10.67% 16	7.33% 11	3.33% 5	4.00% 6	4.67% 7	5.33% 8	4.00% 6	5.33% 8	4.67% 7
Respond more quickly to emergencies	1.34% 2	2.01% 3	6.04% 9	5.37% 8	6.71% 10	7.38% 11	4.03% 6	5.37% 8	3.36% 5	6.04% 9	6.71% 10	4.70% 7	4.70% 7	3.36% 5

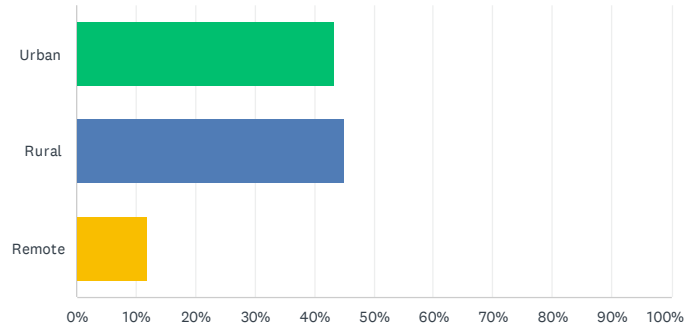
Alaska's Transportation Future: What Matters to You

like
landslides,
major weather
events,
emergency
repairs

Reduce impacts to the environment	3.90%	2.60%	2.60%	2.60%	5.19%	3.90%	4.55%	1.30%	5.19%	3.25%	7.14%	3.25%	5.19%	6.49%
	6	4	4	4	8	6	7	2	8	5	11	5	8	10

Q5 How would you describe the community you live in?

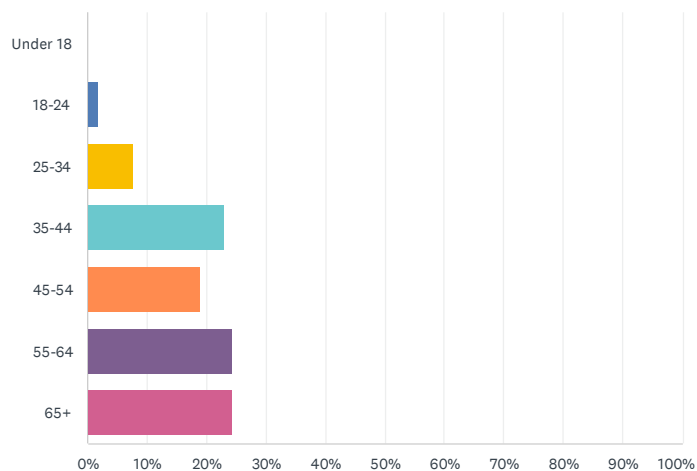
Answered: 169 Skipped: 0



ANSWER CHOICES	RESPONSES	
Urban	43.20%	73
Rural	44.97%	76
Remote	11.83%	20
TOTAL		169

Q6 How old are you?

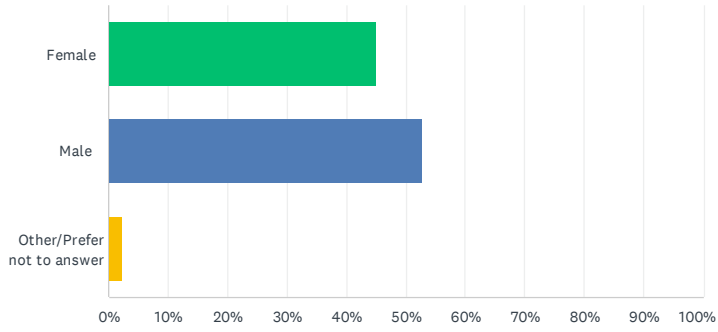
Answered: 169 Skipped: 0



ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18-24	1.78%	3
25-34	7.69%	13
35-44	23.08%	39
45-54	18.93%	32
55-64	24.26%	41
65+	24.26%	41
TOTAL		169

Q7 What is your gender?

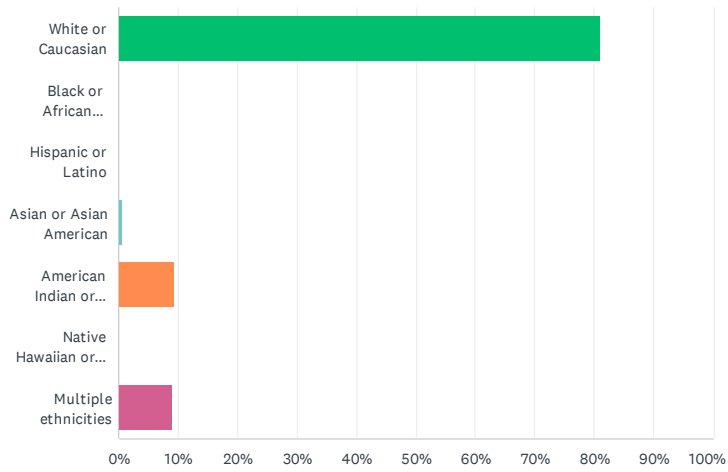
Answered: 169 Skipped: 0



ANSWER CHOICES	RESPONSES	
Female	44.97%	76
Male	52.66%	89
Other/Prefer not to answer	2.37%	4
TOTAL		169

Q8 Which race/ethnicity best describes you?

Answered: 169 Skipped: 0



ANSWER CHOICES	RESPONSES	
White or Caucasian	81.07%	137
Black or African American	0.00%	0
Hispanic or Latino	0.00%	0
Asian or Asian American	0.59%	1
American Indian or Alaska Native	9.47%	16
Native Hawaiian or other Pacific Islander	0.00%	0
Multiple ethnicities	8.88%	15
TOTAL		169

Q9 What zip code do you live in?

Answered: 169 Skipped: 0



Alaska LRTP/FP

Southeast Conference Update

Alaska Moves 2050

Presentation Outline

- Project Overview
- Key Themes
- Goals
- Policies and Actions

- On-Line Open House is live!



<https://storymaps.arcgis.com/stories/faf98209e31249089a38ff47bcdcd3fb>



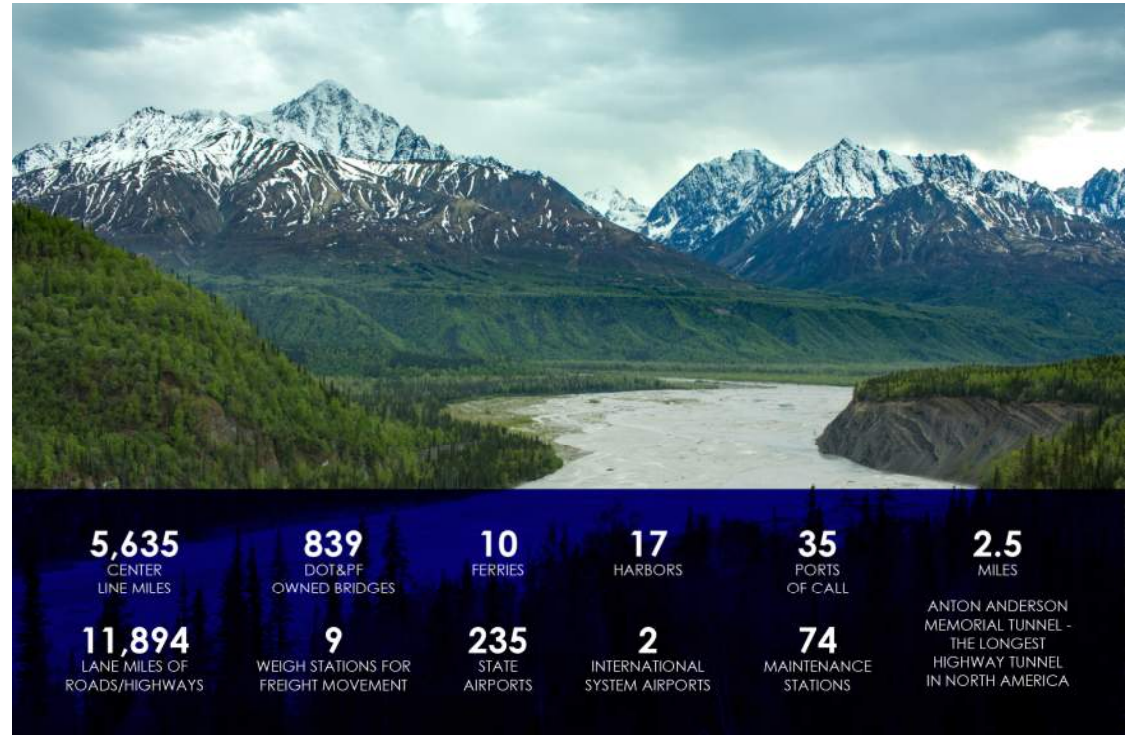
Is our transportation system ready for the challenges of the next 25 years?



Acknowledge that what may happen to Alaska with respect to certain driving forces is unknown, but by thinking through what could happen and how best to respond to those scenarios, Alaska can be better prepared to manage risk and maximize opportunities.

What is the LRTP and FP?

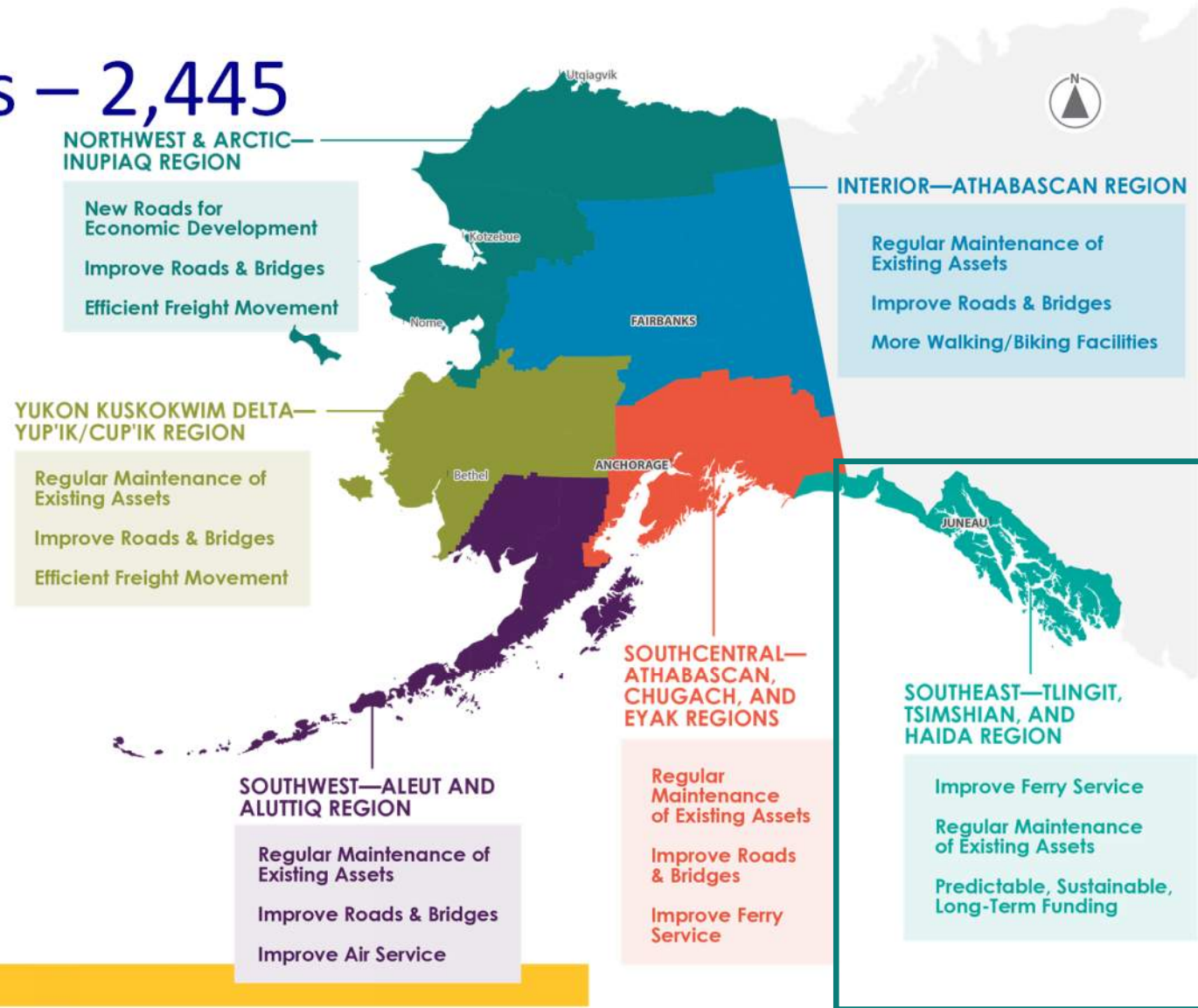
- Guides planning and policy decisions for DOT&PF-owned and -managed multimodal transportation assets for the next 25 years.
- Performance-Based



Ultimately, this plan will present policies and actions to achieve a common vision.

Survey Highlights – 2,445

- Visiting family and friends
 - personal vehicle (78%)
 - plane (45%)
 - ferry (37%).
- Top priorities
 - Maintain what we have
 - Long-term funding
 - Improve ferry service
 - Improve roads and bridges
 - More options for walking and bicycling



Goals

Mobility & Safety

Management of the System

Operation & Maintenance

Resiliency

Mobility & Safety for All Alaskans

Enhance the quality of life for all Alaskans by strategically supporting all transportation modes to **improve accessibility, safety, personal mobility and interconnectedness** with the intent of moving people, and goods efficiently and equitably.

Management of the System

Address prevailing transportation challenges using the best and most cost-effective modal, intermodal, or multimodal solutions to **improve operational efficiencies and safety**, with careful consideration of life cycle costs.

Operation & Maintenance of the System

Plan for **full life cycle costs** across the transportation system, including planning, construction, operation, and maintenance to improve funding allocation in a consistent and effective manner.

Resiliency

Assess risk and invest in solutions to develop a transportation system that will reduce environmental impacts and adapt to and recover from the effects of climate change, natural disasters, and other disruptions.

Goals Continued

Coordination & Collaboration

Sustainable Funding

Performance-Based Management

Transportation Innovation

Economic Vitality

Coordination & Collaboration

Improve the efficiency and effectiveness of transportation services by **expanding DOT&PF's coordination and collaboration** with other levels of government, industry partners, and the public.

Sustainable Funding

Establish **stable, diverse, and long-term funding** sources for each transportation mode and explore potential public-private partnerships.

Performance-Based Management

Invest resources to improve access to data science, analytics, and informatics to implement **data-driven, evidence-based decision-making**.

Transportation Innovation

Identify and plan for **national trends and local innovations** that have the potential to impact the provision of transportation services, particularly as they relate to safety, efficient freight movement and work force needs.

Economic Vitality

Monitor and consider statewide economic trends such as job creation, access to jobs, and workforce training and plan for and **invest in transportation infrastructure that facilitates economic growth** and lowers the cost of goods and services.

Three Plausible Futures – What if...



Full
Speed
Ahead



Cruising



Powering
Down

Action-Oriented – Aligning Goals, Plausible Futures & Funding



- Money comes in different colors
 - Federal and State
- Actions and Implementation Strategies
 - Achievable and Measurable

What's Next



- Public Survey will help refine policies and actions
- Public Review Draft Plan – Early May

August 2022: FINAL LRTP & FP



alaskamoves2050.com

How to Reach Us

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

Planning Team



Michelle Fehribach

From: Huddle AK <holly@huddleak.com>
Sent: Monday, January 24, 2022 4:08 PM
To: Michelle Fehribach
Subject: How would you spend Alaska's transportation dollars?

[View this email in your browser](#)



Get Involved

Is our transportation system ready for the challenges of the next 25 years? How you answer that question depends on where and how you live, from the remote northwest to the busy streets of Anchorage to the ferry-traveling southeast. Alaskans depend on a lot of different ways of getting around.

See how well DOT&PF's goals line up with your priorities at our self-guided virtual meeting on Alaska Moves 2050, the Statewide Long-Range Transportation Plan and Freight Plan. Tell us how you would spend the state's transportation budget.

We want to ensure that Alaska's transportation system serves all Alaskans. Your input is important.

[Visit the Virtual Public Meeting](#)

Available through February 25, 2022

About Alaska Moves 2050

The Alaska Department of Transportation & Public Facilities (DOT&PF) is in the process of mapping out our future transportation goals and priorities for Alaska through 2050. Learn more and watch for future opportunities to give input at <http://alaskamoves2050.com>.



If you have any questions, please contact:

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605 W. 2nd Ave
Anchorage, AK 99501-1615

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Michelle Fehribach

From: Huddle AK <holly@huddleak.com>
Sent: Monday, February 7, 2022 11:03 AM
To: Michelle Fehribach
Subject: There's still time: Tell us how would you spend Alaska's transportation dollars!

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REMINDER: Get Involved

Is our transportation system ready for the challenges of the next 25 years? How you answer that question depends on where and how you live, from the remote northwest to the busy streets of Anchorage to the ferry-traveling southeast. Alaskans depend on a lot of different ways of getting around.

See how well DOT&PF's goals line up with your priorities at our self-guided virtual meeting on Alaska Moves 2050, the Statewide Long-Range Transportation Plan and Freight Plan. Tell us how you would spend the state's transportation budget.

We want to ensure that Alaska's transportation system serves all Alaskans. Your input is important.

[Visit the Virtual Public Meeting](#)

Available through February 25, 2022

About Alaska Moves 2050

The Alaska Department of Transportation & Public Facilities (DOT&PF) is in the process of mapping out our future transportation goals and priorities for Alaska through 2050. Learn more and watch for future opportunities to give input at <http://alaskamoves2050.com>.



If you have any questions, please contact:

DOT&PF

Eric Taylor, Project Manager

P: 907-465-8958

E: eric.taylor@alaska.gov

Kittelson & Associations, Inc.

Wende Wilber, Principal Planner

P: 907-903-8461

E: wwilber@kittelson.com

Huddle AK

Holly Spoth-Torres, Public Involvement Lead

P: 907-223-0136

E: holly@huddleak.com

The Alaska DOT&PF operates without regard to race, color, national origin, sex, age, or disability regardless of the funding source, including Federal Transit

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Michelle Fehribach

From: Huddle AK <holly@huddleak.com>
Sent: Monday, February 21, 2022 10:29 AM
To: Michelle Fehribach
Subject: Survey Closes THIS Friday, 2/25: Tell us how would you spend Alaska's transportation dollars!

[View this email in your browser](#)



LAST WEEK: Closes this Friday

Is our transportation system ready for the challenges of the next 25 years? How you answer that question depends on where and how you live, from the remote northwest to the busy streets of Anchorage to the ferry-traveling southeast. Alaskans depend on a lot of different ways of getting around.

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Email Outreach for Public Involvement #2: Virtual Public Meeting #2 and Survey

Date Emailed	Organization
1-24-2022	Non-Metropolitan Planning Organizations and Tribal Contacts – Mailchimp Email #1
1-24-2022	State of Alaska E-Gov Delivery Email
2-2-2022	AMATS Public Involvement Newsletter
2-4-2022	Statewide Transportation Advisory Commission
2-4-2022	Freight Advisory Commission
2-7-2022	Juneau Neighborhood Associations
2-7-2022	Tina Crawford, Wasilla Planning Department
2-7-2022	Non-Metropolitan Planning Organization and Tribal Contacts – Mailchimp Email #2
2-7-2022	Sitka Planning Department
2-7-2022	Peter Williams, City of Bethel
2-7-2022	Kodiak Engineering & Facilities Department
2-7-2022	Mat-Su Community Councils
2-7-2022	Haines, Planning and Zoning
2-18-2022	Denali Borough Mayor
2-18-2022	Calvin Schaeffer, DOT&PF Western District M&O Superintendent
2-18-2022	Jesse Grady, Takotna Native Association
2-18-2022	Clarence Daniel, AK Village Council Presidents
2-18-2022	Diana Lehman, City of Aniak
2-18-2022	Chris Hadlock, City of Dillingham
2-18-2022	Cynthia Cabrera, Kawerak
2-18-2022	Ketchikan Planning Department
2-18-2022	Jolene Malamute, Tanana Chiefs Conference
2-18-2022	American Society of Landscape Architects, Alaska Chapter
2-18-2022	Cordova Planning Department
2-21-2022	Non-Metropolitan Planning Organization and Tribal Contacts – Mailchimp Email #3

Michelle Fehribach

To: Holly Spoth-Torres
Subject: RE: Alaska Statewide Long Range Transportation & Freight Plan Update: Virtual Public Meeting and Survey

From: Alaska DOT and PF <dotpf.announcement@service.govdelivery.com>

Sent: Monday, January 24, 2022 4:56 PM

To: Holly Spoth-Torres <Holly@huddleAK.com>

Subject: Alaska Statewide Long Range Transportation & Freight Plan Update: Virtual Public Meeting and Survey



How would you spend Alaska's transportation dollars to get ready for the future? The Department of Transportation and Public Facilities (DOT&PF) invites you to take part in a self-guided virtual public meeting and short survey to make your voice heard. The meeting and survey are part of Alaska Moves 2050, the Statewide Long-Range Transportation Plan and Freight Plan update.

View the virtual public meeting to learn more about the plan's goals and the game changers influencing transportation. Tell us how you would prioritize spending transportation funding if you were in charge: arcg.is/rDOTq. This site will be available through February 25, 2022.

Alaska Moves 2050 provides the long-term vision, policies, and decision-making framework that will guide the transportation system over the coming years and maintain and improve the freight transportation system.

For more information, visit <http://alaskamoves2050.com/>.

You can also contact us at:

Holly Spoth-Torres at 907-223-0136 or holly@huddleak.com.

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

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This email was sent to holly@huddleak.com using GovDelivery Communications Cloud on behalf of: Alaska Department of Transportation & Public Facilities · PO Box 112500 · Juneau, AK 99811 · 907-465-3900



Alaska Department of Transportation and Public Facilities Social Media Posts

Twitter



Alaska DOT&PF @AlaskaDOTPF · Jan 26

...

How do you think the way we travel will look in 2050? We want to hear how you think the future of Alaska's transportation system will change over the next 25 years. Take the survey here -> arcg.is/rDOTq ✓ Photo by Erik Hill



↻ 1

♥ 2



Alaska DOT&PF @AlaskaDOTPF · Feb 3

...

How would you spend Alaska's transportation dollars to get ready for the future? DOT&PF is planning the transportation system for the next 25 years. Learn more and take a short survey. Make your voice heard: arcg.is/rDOTq ✓ Photo of Denali Highway




↻ 1

♥




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
 **Alaska Department of Transportation & Public Facilities** ...
January 26 · 🌐


We want to hear how you think the future of Alaska's transportation system will change over the next 25 years! Learn more about how the Statewide Long-Range Transportation Plan and Freight Plan are planning for the future and take our survey to tell us how you'd spend transportation dollars to get us there. arcg.is/rDOTq ✓

How do you think the way we travel will look in 2050?

Photo by Erik Hill







 5  3 Shares


 **Alaska Department of Transportation & Public Facilities** ...
February 3 at 10:34 AM · 🌐

How would you spend Alaska's transportation dollars? DOT&PF is planning the transportation system for the next 25 years with the Statewide Long-Range Transportation Plan and Freight Plan and we want to hear your ideas. Take a short survey to make your voice heard and learn more here: arcg.is/rDOTq ✓

Photo taken of M&O crews working on the Denali Highway




 7  13 Comments  15 Shares

 **Alaska Department of Transportation & Public Facilities** ...
February 16 at 3:46 PM · 🌐


Is our transportation system ready for the challenges of the next 25 years? How you answer that likely depends on where and how you live. Tell us how would you spend transportation dollars to get ready for the future if you were in charge by taking a short survey: arcg.is/rDOTq ✓


We are planning the transportation system for the next 25 years and want to hear from you.



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January 26

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THIRD JUDICIAL DISTRICT


Adam Garrigus being first duly sworn on oath deposes and says that she is a representative of the Anchorage Daily News, a daily newspaper. That said newspaper has been approved by the Third Judicial Court, Anchorage, Alaska, and it now and has been published in the English language continually as a daily newspaper in Anchorage, Alaska, and it is now and during all said time was printed in an office maintained at the aforesaid place of publication of said newspaper. That the annexed is a copy of an advertisement as it was published in regular issues (and not in supplemental form) of said newspaper on

01/24/2022, 02/03/2022, 02/15/2022,
02/23/2022

and that such newspaper was regularly distributed to its subscribers during all of said period. That the full amount of the fee charged for the foregoing publication is not in excess of the rate charged private individuals.

Signed 

Subscribed and sworn to before me
this 28th day of February 2022.


Notary Public in and for
The State of Alaska.
Third Division
Anchorage, Alaska

MY COMMISSION EXPIRES

7/14/2024

NOTICE OF PUBLIC COMMENT PERIOD. The Department of Transportation & Public Facilities (DOT&PF) invites you to participate in Alaska Moves 2050, the Statewide Long-Range Transportation Plan and Freight Plan (LRTP/FP). Alaska Moves 2050 provides the long-term vision, policies, and decision-making framework that will guide the transportation system over the coming years and maintain and improve the freight transportation system.

View the self-guided virtual public meeting to learn more about the plan's goals and the game changers influencing transportation, and tell us how you would spend transportation dollars to get ready for the future if you were in charge: <https://arcg.is/rDOTq>. This site will be available through February, 25, 2022.

You can learn more about Alaska Moves 2050 by visiting the project website at www.alaskamoves2050.com. If you have any additional comments or questions, please contact the project team: Holly Spoth-Torres at 907-223-0136 or holly@huddleak.com and Eric Taylor at 907-465-8958 or eric.taylor@alaska.gov. Mail comments to Department of Transportation and Public Facilities, PO Box 112500, 3132 Channel Dr, Juneau, Alaska 99811.

It is the DOT&PF's policy that no person shall be excluded from participation in, or be denied benefits of any and all programs or activities we provide based on race, religion, color, gender, age, marital status, ability, or national origin, regardless of the funding source including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration and State of Alaska Funds. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint, go to: dot.alaska.gov/cvlrts/titlevi.shtml. For individuals requiring TTY communications, please contact Alaska Relay 711 or 1-800-676-3777.

Pub: Jan. 24, Feb. 3, 15, 23/2022

JADA L. NOWLING
Notary Public
State of Alaska
My Commission Expires Jul 14, 2024

Anchorage Daily News Affidavit of Legals and Public Notices Posting

Order Number: W0027380
 Order Status: Submitted
 Classification: Legals & Public Notices
 Package: Legals ADN
 Final Cost: 682.28
 Payment Type: Visa
 User ID: W0012893

ACCOUNT INFORMATION

Huddle AK
 721 Depot Dr.
 Anchorage, AK 99501
 907-223-0136
 classads@adn.com
 Huddle AK

PAYMENT DETAILS

Visa ***** [REDACTED]

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 Amount: 682.28

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Affidavit Charge - Digital \$5

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January 24, 2022
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 February 3, 2022
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Part 3 – Advisory Committee Meeting Summaries

Part 3.1 – Statewide Transportation Advisory Committee (STAC)

Statewide Transportation Advisory Committee (STAC) Members

Name	Title	Organization	Interest
Jackson Fox	Executive Dir	FAST Planning	Fairbanks MPO
Craig Lyon	Mgr Trans Plng	Muni of Anchorage	Anchorage MPO
Kim Sollien	Mgr Plng Svcs	Mat-Su Borough	Prospective MPO
Brian Lindamood	VP, Chief Engr	Alaska Railroad Corp.	Rail
Cole Grisham	Trans Planner	FHWA -WFL	Federal Lands
Curtis Thayer	Executive Dir	Alaska Energy Authority	EV Infrastructure
Teri Lindseth	Planning Mgr	TSAIA	ANC Airport Planning
Nils Andreasson	Executive Dir	Alaska Municipal League	Local governments
Gordon Brower	Planning Director	North Slope Borough	Local government (NR)
Melanie Aeschliman	Planning Director	Kenai Peninsula Borough	Local government (CR)
Katie Koester	P Works Director	City & Borough of Juneau	Local government (SR)
Jocelyn Fenton	Manager Trans & Infrastructure	Denali Commission	Rural Alaska
Steve Ribuffo	Port Director	Port of Alaska	Port Dev and Ops
Robert Sherrill	JWS Rep	JBER	Def Logistics
Julie Jenkins	Financial Mgr	FHWA-Alaska	FHWA finance
Angie Spear	Airport Mgr	FAI	FAI Airport
Nicole Auth, CDR	Ops	USCG -D17	Maritime/Arctic Ops

Name	Title	Organization	Interest
Clarence Daniel	Transportation Director	AVCP	Tribal Transportation
Cynthia Cabrera	Trans Asst Prog Dir	Kawerak, Inc	Tribal Transportation
Morgan Neff	Chief Investments Officer	AIDEA	Infrastructure investment
Aves Thompson	Member	RHAB	Highways
Lee Ryan	Chair	AAB	Aviation
Robert Venables	Chair	MTAB	Ports/Marine Transp

DOT&PF

- Ben White
- James Marks
- Eric Taylor
- Todd Vanhove
- Judy Chapman
- Marie Heidemann
- Carolyn Morehouse
- Roger Maggard
- Rebecca Douglas
- John Falvey

MEMORANDUM

Date: April 21, 2021

Kittelson Project No: 25697

To: Eric Taylor

From: Holly Spoth-Torres

Subject: Statewide Transportation Plan Advisory Committee and Freight Advisory Committee Meeting #1 Summary

STAC/FAC Meeting #1 Summary

SUMMARY:

The Alaska Department of Transportation and Public Facilities (DOT&PF) held a joint Statewide Long-Range Transportation Plan Advisory Committee (STAC) and Freight Advisory Committee (FAC) meeting on Wednesday, April 14, 2021, from 3 to 4:30 p.m. using the virtual platform Microsoft Teams Live Event. 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 introduce the Statewide Long-Range Transportation Plan and Freight Plan update planning process to the STAC and FAC. The meeting began with a welcome from DOT&PF Commissioner MacKinnon, general meeting guidelines, and each of the attending STAC and FAC members introducing themselves briefly. The project team then began a presentation of the meeting material (attached).

The meeting presentation covered these topics:

- Planning Context
 - o DOT&PF Regions
 - o Alaska Geographic Regions
 - o Population

- o High cost of living
- o Employment/tourism
- o Fiscal outlook
- Key Trends
 - o Commute modes statewide
 - o Vehicle Miles Traveled
 - o Pavement and Bridge Condition
 - o Highway Safety
 - o Transit
 - o Alaska Marine Highway System
 - o Aviation
 - o Alaska Railroad
- Freight
 - o Commodity Flow within Alaska
 - o Freight Trucks
 - o Maritime Administration America's Marine Highway Program
 - o Freight Ports
 - o Freight Air
 - o Freight Rail
- Key Findings

After the presentation, there was an opportunity for participants to ask questions verbally or in the Question and Answer text box. After the discussion, the project team asked the STAC and FAC members to answer the question, "If this long-range transportation plan could only

accomplish one thing, what would it be?" Answers were written in the meeting chat or spoken verbally by STAC and FAC members and recorded by a member of the project team. The meeting concluded with upcoming key project milestones, the next STAC and FAC meeting dates, the project team contact information, and the project website (www.alaskamoves2050.com).

After the meeting, the meeting agenda, presentation, and a recording of the meeting were posted to the project website, <https://alaskamoves2050.com/>. STAC and FAC members received an email alerting them that the meeting materials were available for viewing/download on the project website.

ADVERTISEMENTS:

The STAC and FAC members were invited to the meeting with an Outlook calendar invite. A public notice was posted 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.

DISCUSSION

Below is the table of questions that attendees asked, which agency they represent, and the answer that the project team provided.

STAC/FAC Agency	Question	Answer
Marine Transportation Advisory Board	What is the year/date stamp on the current freight plan? Is that being provided to this group to help with context?	2016; it was completely concurrently with the previous LRTP.
Marine Transportation Advisory Board	If a truck is taking freight onto the ferry, how is the freight delivery method accounted for? How does use of AMHS for freight get tracked?	We are still evaluating freight data and will go more into the specific data at the next meeting.
North Slope Borough	How can local communities use this transportation plan to help their local initiatives move forward?	Coordinating with local jurisdictions is part of the planning process, and we will be looking at regional systems to see what role DOT&PF can play.

STAC/FAC Agency	Question	Answer
North Slope Borough	Are there commonalities that local transportation plans or entities could take advantage of to increase collaboration and funding mechanisms with this plan/DOT&PF as they develop their own regional plans?	Collaboration between entities is important and the role of the STAC and FAC is to help identify potential opportunities.
Alaska Railroad	The Department of Natural Resources (DNR) has plans for large swaths of land. When it begins to develop a new project, that project will need transportation infrastructure. Will DNR be included in the LRTP/FP process?	The project team will determine how to best involve DNR moving forward.
Roads and Highways Advisory Board	Does the 46% of truck tonnage include the pipeline throughput?	We are still evaluating freight data and will go more into the specific data at the next meeting.

As part of the presentation, participants were asked, "If this long-range transportation plan could only accomplish one thing, what would it be?" Below are the responses, organized by agency.

Agency	Answer
STAC/FAC Members	
Port of Alaska	Analyze and plan for ports as one system.

Agency	Answer
Alaska Railroad & Port of Alaska	Take a look at the big picture and work on improving interactions between modes/carriers. Better integration of modes, recognize the intramodality of AK and invest accordingly (2x)
Alaska Energy Authority	Increase efficiency of moving goods and people across the state.
Matanuska-Susitna - Future Metropolitan Planning Organization	All new facilities get upgraded non-motorized infrastructure.
Federal Highway Administration	Connect communities equitably.
Denali Commission	Focus on reliability and more roads to rural Alaska.
Marine Transportation Advisory Board	Focus on intermodal transfer points – public and private service providers. Provide data and analysis that supports an integrated transportation and intermodal freight system that includes public (AMHS) and private partnerships that can provide predictable and reliable basic service.
Alaska Municipal League	It would reference, integrate, and recommend partnerships to implement local government planning efforts.
Federal Highway Administration	Demonstrate what accessibility (mobility and proximity of destinations) could look like in the Alaskan context going forward.
Maritime Administration	Think about how transportation investment spurs transformative economic development.
Denali Commission	Focus on reliability to keep shutdowns and/or disruption of goods and services from happening. More roads and partnerships between transportation agencies and others, like USDA, for Broadband - roads and utilities go hand in hand.
Anchorage Metropolitan Area Transportation Solutions	Statewide vision for equitable distribution of funds.

Agency	Answer
DOT&PF	Maintenance of transportation infrastructure is a huge challenge. We need to analyze all revenues and revenue generating potential in Alaska, in consideration of the complexity of governments and local powers. There are significant challenges given the geography and needs. What is realistic? Need to focus on realistic approaches.
MSC/DOT&PF	Improving efficiency throughout the system while improving safety.
Roads & Highways Advisory Board	Intermodal transfer points being as efficient as possible.
Weaver Brothers	LRTP needs to focus on goods being transported safely and efficiently.
DOT&PF	
Other Members	
Public Attendee	Resiliency in transportation modes.
Public Attendee	The earthquake was a good example on how we need alternate routes and modes to move when one is disabled.



ATTENDANCE

Representatives from multiple agencies attended STAC and FAC Meeting #1. Attendees are listed below with their name and organization, email, and role in the project. Ten people called into the meeting as public attendees.

Name, Agency	Email	Role:
Lee Ryan, Aviation Advisory Board	lryan@ryanalaska.com	STAC & FAC
Carolyn Morehouse, DOT&PF	carolyn.morehouse@alaska.gov	DOT&PF Project Team
Joe Michel, Alaska Trucking Association	joe@aktrucks.org	FAC
Julius Adolfsson, DOT&PF	julius.adolfsson@alaska.gov	DOT&PF Project Team
Jimmy Doyle, Weaver Brothers	JimmyD@wbialaska.com	FAC
Stephen Ribuffo, Port of Alaska	steve.ribuffo@anchorageak.gov	STAC & FAC
Brian Lindamood, Alaska Railroad	admin@AlaskaRailroad.onmicrosoft.com	FAC
Aves Thompson, Roads and Highways Advisory Board	admin@RStreetStrategies.onmicrosoft.com	STAC & FAC
Katherine Hensley, DOT&PF	katherine.hensley@alaska.gov	DOT&PF Project Team
Bruce Lambert, DOT&PF	bruce.lambert@ad.dot.gov	DOT&PF Project Team
Mike Thrasher, Totem Ocean Trailer Express	mthrasher@totemocean.com	FAC
Annette Cole, DOT&PF	annette.cole@alaska.gov	DOT&PF Project Team
Holly Spoth-Torres, Huddle AK	Holly@huddleAK.com	Consultant Team
Brian Funkhouser, Michael Baker International	Brian.Funkhouser@mbakerintl.com	Consultant Team
Clarissa Dougherty, Kittelson & Associates, Inc	cdougherty@kittelson.com	Consultant Team
John Taylor, DOT&PF	eric.taylor@alaska.gov	DOT&PF Project Team
Marc Luiken, Michael Baker International	Marc.Luiken@mbakerintl.com	Consultant Team
Mike Fisher, Northern Economics	michael.fisher@norecon.com	Consultant Team
Wende Wilber, Kittelson & Associates, Inc	wwilber@kittelson.com	Consultant Team

Name, Agency	Email	Role:
Rachel Grosso, Kittelson & Associates, Inc	rgrosso@kittelson.com	Consultant Team
Michelle Fehribach, Huddle AK	michelle@huddleAK.com	Consultant Team
Patrick Whitesell, Michael Baker International	Patrick.Whitesell@mbakerintl.com	Consultant Team
Andrew Ooms, Kittelson & Associates, Inc	aooms@kittelson.com	Consultant Team
Terry Howard, Carlisle	terryhoward@carlile.biz	FAC
Craig Lyon, AMATS	craig.lyon@anchorageak.gov	FAC
Miles Brookes, DOT&PF	miles.brookes@ad.dot.gov	DOT&PF Project Team
Nicholas Grisham, DOT&PF	nicholas.grisham@ad.dot.gov	DOT&PF Project Team
James Marks, DOT&PF	james.marks@alaska.gov	DOT&PF Project Team
Jackson Fox, FAST Planning	jackson.fox@fastplanning.us	STAC
Jocelyn Fenton, Denali Commission	jfenton@denali.gov	STAC
Marie Heidemann, DOT&PF	marie.heidemann@alaska.gov	DOT&PF Project Team
Todd Vanhove, DOT&PF	todd.vanhove@alaska.gov	DOT&PF Project Team
Daniel Smith, DOT&PF	dan.smith1@alaska.gov	DOT&PF Project Team
Judy Chapman, DOT&PF	judy.chapman@alaska.gov	DOT&PF Project Team
Rob Carpenter, DOT&PF	rob.carpenter@alaska.gov	DOT&PF Project Team
Julie Jenkins, Federal Highway Administration	Julie.Jenkins@ad.dot.gov	DOT&PF Project Team
Conner Erickson, Alaska Energy Authority	CErickson@akenergyauthority.org	STAC
Kim Sollien, Matsu MPO	Kim.Sollien@matsugov.us	STAC
Roger Maggard, DOT&PF	roger.maggard@alaska.gov	DOT&PF Project Team
John MacKinnon, DOT&PF	john.mackinnon@alaska.gov	DOT&PF Project Team
Ben White, DOT&PF	ben.white@alaska.gov	DOT&PF Project Team
Douglas Thompson, Holland America	dthompson@hagroup.com	FAC

Name, Agency	Email	Role:
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TECHNICAL MEMORANDUM

Date: June 9, 2021

Kittelson Project No: 25697

To: Eric Taylor

From: Holly Spoth-Torres

Subject: Statewide Transportation Advisory Committee Meeting Summary

STAC MEETING #2 SUMMARY

SUMMARY:

The Alaska Department of Transportation and Public Facilities (DOT&PF) held a Statewide Transportation Advisory Committee (STAC) meeting on Wednesday, June 9, 2021, from 3:00 to 4:00 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 project team gave a brief presentation (attached) on the project progress to date and then presented the six working draft strategic focus areas and goals. As each focus area was presented, attendees could ask questions and give feedback verbally or using the chat box. Each strategic focus area with its associated comments is formatted into a separate table below and there is a table for general comments as well.

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

ADVERTISEMENTS:

The STAC members were invited to the meeting with an Outlook calendar invite. A public notice (attached) was posted on May 25, 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).

STRATEGIC FOCUS AREA #1 – INVESTMENT DECISION MAKING

- 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.

Agency	Comment
STAC Members	
Maritime Advisory Board	Maximize investments by leveraging money/partnerships. A lot of money gets spent but there's not a lot of transportation.
Alaska Municipal League	Should federal funding drive investment decisions? That doesn't represent how Alaskans want to make decisions, particularly if it's different from how funders view it.
FAST Planning	Cost benefit analysis doesn't always work in Alaska, and some metrics would prioritize urban investment over rural. Investment should be spread throughout the state.
Alaska Railroad	Funding often comes with conditions or requirements, and there's not enough to accomplish everything that needs to be done.
DOT&PF	
	Item #2 should include capacity.

STRATEGIC FOCUS AREA #2 – ALASKAN ECONOMY

- 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.

Agency	Comment
STAC Members	
Maritime Advisory Board	How is DOT&PF going to do this?
FHWA	Remove “encourage” and start with “engage”. Encouragement can't be measured but engagement can.
Port of Alaska	There hasn't been a statewide or concerted effort to do things together, as one unit. Everyone needs to work together, rather than DOT&PF or the Department of Commerce operating independently.
Maritime Advisory Board	Economic development organizations (EDOs) should be consulted by DOT&PF.
Alaska Municipal League	We tend to think a project equals growth and not about how a project brings down the cost of doing existing business. Alaska has not kept pace with GDP growth.
Alaska Energy Authority	When it comes to infrastructure investments, we look at shiny new projects. It's important to think about what people rely on in terms of existing infrastructure.
DOT&PF	
	2nd economy goal seems to focus on business access. There needs to be a clarification that efficient regional travel, for example between Anchorage and Fairbanks (and keeping travel time to a single truck driver shift), also has a huge impact on the economy.
	May be easier to say DOT&PF will engage with local agencies to ensure transportation projects have a meaningful impact.

Agency	Comment
	Can we suggest that DOT engage with economists on an annual basis to quantify the value of its annual project investments to the overall economy?

STRATEGIC FOCUS AREA #3 – DOT&PF AGENCY

- 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.

Agency	Comment
STAC Members	
FAST Planning	DOT&PF needs to overhaul its public engagement.

STRATEGIC FOCUS AREA #4 – ALASKAN PEOPLE

- 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.

Agency	Answer
STAC Members	
FHWA	This is outward facing and how DOT&PF does its work with public and private partners. Focus on what invaluable public involvement looks like in the Alaska context – maybe not just an overall of public involvement.
Alaska Municipal League	DOT&PF should not be the focus of the plan. It should be intergovernmental cooperation, which should include DOT&PF, but also others.
FAST Planning	One of the biggest deficiencies is lack of public engagement in developing STIP and amendments. Somewhere there should be a goal that DOT&PF significantly overhauls its public engagement in developing plans and investment strategies and hears from the Alaska people about their needs and wants. DOT&PF should respond to that input.

STRATEGIC FOCUS AREA #5 – FUNDING AND FINANCE

- 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.

Agency	Answer
STAC Members	
FHWA	Cut the first two words of each goal to get straight to the point.
Alaska Railroad	The road system isn't the only one who needs to look at user fees. Think broader based and consider airports, ports, etc.
Port of Alaska	Research alternative fuel taxing to get their fair share. There's no need to scrap the fuel tax system when you just need to change a number in the statute rather than an alternate RUC.
Alaska Municipal League	The second point is very broad. Be more specific about what new or improved funding sources aim to achieve in equitable and meaningful ways.
DOT&PF	
	Finance and funding goal: FHWA is moving to more competitive funds (grants). There needs to be strategic use of available funds to position the state to take advantage of these opportunities. Often requires non-federal funds for grant required cost benefit analysis. Also of benefit to have more "shovel ready" projects.

STRATEGIC FOCUS AREA #6 – TRANSPORTATION INDUSTRY

- 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.

Agency	Answer
STAC Members	
FHWA	The second point is very broad. Be more specific about what national trends for situational awareness are.

GENERAL COMMENTS

Agency	Answer
STAC Members	
Port of Alaska	Transportation industry and supply chain sustainment; distinct freight component as a focus area.
Alaska Municipal League, FHWA	This doesn't capture planning partners and is too focused on DOT&PF. This is missing other governmental agencies, Metropolitan Planning Organizations (MPOs), and other planning partners. (2x)
Port of Alaska	This is an opportunity to specify DOT&PF must address ports.
FAST Planning	There doesn't seem to be a goal focused on Maintenance and Operations (M&O) funding. A goal of the plan should be to address the maintenance backlog.

Agency	Answer
City and Borough of Juneau	Take care of what we've got.
Alaska Municipal League	The focus areas and objectives don't inspire where we are going as a state/don't provide a clear direction.
Alaska Energy Authority	On a general note, the incorporation of intra-state cooperation may be helpful with respect to prioritizing varying aspects of this plan, it's always helpful to learn from the mistakes of "those that come before" I.E. what is Wyoming doing to address their transportation issues? Their state coffers also are largely comprised of O&G industry revenues and have a lower population spread-out over a large, and generally mountainous territory.
DOT&PF	
	Needs to be a standard approach to handle global warming and river erosion.
	Investment decision making maybe should be a by-product of Alaskan Economy or Funding and Finance.
	Agrees that M&O should be a focus. Don't forget communities that may desire a road connection. The Northwest Alaska Transportation Plan desired some type of connection for freight and transportation. Alaska is still a developing state.

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TECHNICAL MEMORANDUM

Date: August 25, 2021

Kittelson Project No: 25697

To: Eric Taylor

From: Holly Spoth-Torres

Subject: Joint Statewide Transportation Advisory Committee and Freight Advisory Committee Meeting Summary

JOINT STAC & FAC MEETING #3 SUMMARY

SUMMARY:

The Alaska Department of Transportation and Public Facilities (DOT&PF) held a Joint Statewide Transportation Advisory Committee (STAC) and Freight Advisory Committee (FAC) meeting on Wednesday, August 25, 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 project team gave a presentation on the draft Financial Technical Memorandum #3 and the nine Driving Factors that may influence transportation during the planning time frame. Each Driving Factor and associated comments are formatted into a separate table below. There is a table for general comments as well. Attendees participated in two interactive polls during the meeting, and those questions and results are included in this report.

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

ADVERTISEMENTS:

The STAC and FAC members were invited to the meeting with an Outlook calendar invite. A public notice (attached) was posted on August 11, 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).

FINANCIAL ANALYSIS OVERVIEW

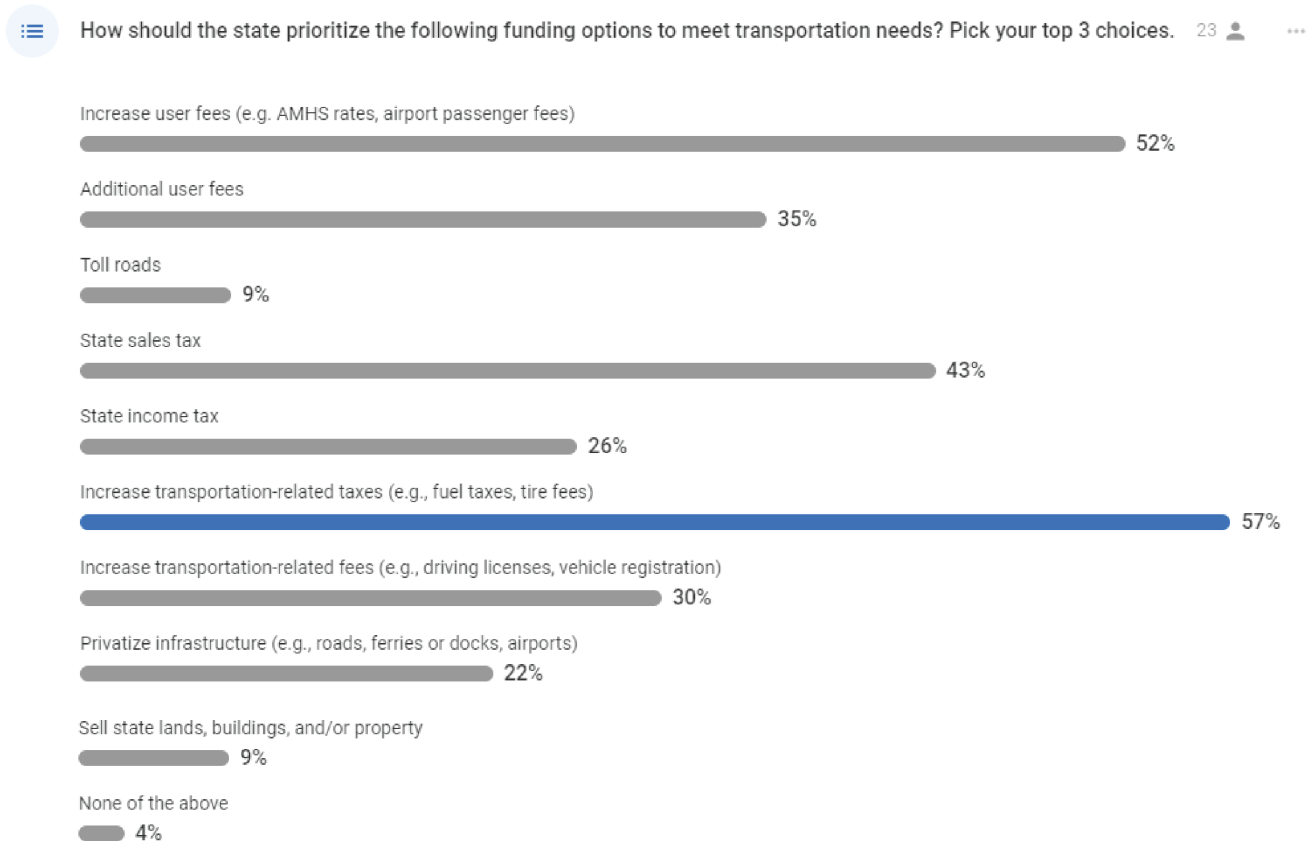
Agency	Comment	Answer (if applicable)
STAC & FAC Members		
Alaska Municipal League	This doesn't account for local match, right?	Correct. We'll clarify this in the final report.
Port of Alaska	In the numbers for AMHS, is that only counting ferries? Or cargo deliveries as well? No funding is going to ports.	Correct. We'll clarify this in the final report.
Alaska Trucking Association	What is the difference between statewide aviation & AIAS?	AIAS is Anchorage international. Statewide aviation refers to all other airports that DOT manages such as the rural airports.
Roads and Highways Advisory Board	Is funding from motor vehicle registration shown? That is a funding source.	Correct. Motor vehicle registration, including commercial vehicles, is a significant contributor and is considered as part of general fund though for this graphic. We'll make that clearer in the final report.
UPS	93 million comes from the international airport revenue fund?	Correct, but the unrestricted general fund can be confusing depending on how you separate it. We will be very clear in the final report to be transparent about where these numbers are coming from.
UPS	For rural airports, what do the expense/funding numbers encompass?	For a lot of these airports, there are fees that could be charged but are not necessarily being charged.

Agency	Comment	Answer (if applicable)
		At the local level there is some limitations to what's being provided with these things.
UPS	Why aren't more rural airport projects funded through FAA money?	A lot of rural airports projects may or may not qualify as an FAA funded project and even if a project did because there is so much need that some of these projects aren't prioritized to the level of being funded.
Maritime Advisory Board	AMHS can track commercial freight that buys tickets but there is considerable "freight" that is conveyed non-commercially.	
UPS	The charts suggest that the AIAS receives money from the state rather paying its own way and even being a net contributor to state funds. Can you clarify that there's no general funds going into the AIAS?	The International Airport budget is generated and approved by the legislature but is driven by airport revenues. No unrestricted funds go to the state because the AIAS is entirely self-funded.
Maritime Advisory Board	Not sure that the \$1.3 Billion number is accurate. If every large ferry was replaced at the highest price adjusted for inflation - yes that could be the number. The state is not planning to (or need to) replace the entire mainliner fleet.	
North Slope Borough	Can you provide more general information about how all airports are funded?	Yes, we can create a summary of airport funds.
Carlile	For operating revenues, is there any delineation between cargo revenue or does it fall under unrestricted revenue?	We will look into this and get back to you with an answer.

Agency	Comment	Answer (if applicable)
UPS	For new funding sources, are these additional funds or instead of federal funds?	This would be in addition, and/or for things like federal matches. We are monitoring the Transportation Bill and how that may impact things.
Maritime Advisory Board	Struggles with the terminology of “Operating Gaps” as this number gets used in the wrong context for the wrong reasons, and it’s probably not the best word choice.	We will double check this and make any clarifications.
Alaska Trucking Association	Is the “Public Facilities” part of DOT&PF included in this plan when we look at funding and projects?	We are only including transportation, not public facilities, in the analysis. We are using the full DOT&PF because it's the formal name.
DOT&PF		
	AIP has strict eligibility rules for what is allowed to construct under the funding.	
	Since the AIAS is funded independently through the IARF, this \$1B Need for Aviation is only representative of the rural airports, correct?	Yes, we will be clearer in the final report on the distinction between rural and international airports.
	We need more clarification around DOT vs. PF funding and needs. There are public facilities such as snow removal equipment buildings (SREB), Airport Rescue Fire Fighting (ARFF) buildings, terminals for ferries and airports that are eligible for--and were built with--federal funds, e.g. Airport Improvement Program (AIP) funds; the system cannot operate without them.	

POLL #1 RESULTS

After the Financial Analysis overview and discussion, STAC and FAC members were asked, “How should the state prioritize the following funding options to meet transportation needs? Pick your top 3 choices.” Twenty-three people answered this question, and the results are shown below:



DRIVING FACTOR #1 – CONNECTIVITY

- Continued need for a more resilient, cost effective, efficient, and interconnected system for people and freight
 - System is both inter-connected and single source for communities
 - Transportation related issues vary across geographic, environmental, cultural, and economic conditions

Agency	Comment
STAC & FAC Members	
North Slope Borough	<p>In order to make the connectivity better in the northern regions, there should be some incentives to look at the north slope as an economic opportunity zone.</p> <p>Much of the transportation planning in the last for years in the arctic has been an oil and gas planning exercise. Many communities in the arctic are so disconnected so it's important for planning exercises not just be an oil and gas planning exercise anymore.</p>

DRIVING FACTOR #2 – BROADBAND/INTERNET CONNECTIVITY

- Need to increase connectivity via fiber optics, 5G cell service and satellite internet options
 - Better internet services provide more opportunities for remote work, e-commerce, telemedicine, and educational access
 - More areas are getting connected via more affordable satellite internet options (Starlink)

There were no comments about Driving Factor #2.

DRIVING FACTOR #3 – ADOPTION OF NEW TECHNOLOGIES

- Multiple new technologies will change the way we need to think about transportation
 - Demand for alternative fuel stations and electric vehicle charging stations
 - Unmanned aerial systems will transform how we move freight
 - Big data analytics allows us to see trends far ahead of what previously could
 - Various levels of connected and autonomous vehicles are being deployed nationwide

Agency	Comment
STAC & FAC Members	
Maritime Advisory Board	Electric ferries!
MARAD	<p>Struggling with the adoption of new technologies, for example the duration of batteries and the tremendous amount of energy that goes into the creation and maintenance, etc. Some of this new tech, even if it's available what are you really going to do with it? The connectivity piece is really what's going to drive a lot of this conversation, and this is more of a back seat.</p> <p>3D printing should be included in this section of the driving factors. This could have a bigger impact on Alaska overall.</p>
Roads and Highways Advisory Board	To a large extent much of this technology is going to be market driven, if it costs too much consumers won't use it. Today, for example, it's cheaper to fill a car with a tank of gas in Alaska than it is to charge an electric vehicle. We're a ways away from a fully technological Alaska so we probably shouldn't spend money on these types of projects.
DOT&PF	
	UAVs could also be considered for more than freight, they are (will) change how we inspect our assets (bridges, airports, etc.)

DRIVING FACTOR #4 – WORKFORCE

- Increasingly challenging to find qualified work forces
 - Maintenance and operations personnel are aging out and it's more difficult to replace them
- Types of work and workers are changing
 - Need to plan for people and an organizational structure to attract and retain workers

Agency	Comment
DOT&PF	Under Workforce, address access (or lack of access) to workforce development opportunities, including technical as well as collegiate.

DRIVING FACTOR #5 – ECONOMICS AND NATURAL RESOURCES DEVELOPMENT

- Decreasing oil production
 - Alaska is producing 75% less oil than in the late 1980s
- Projected increase in employment in natural resources, construction, and tourism industries
 - Natural resources and mining extraction are expected to grow 15% over the next decade
 - Construction and tourism are also expected to grow leading to further demands on the transportation system

Agency	Comment
STAC & FAC Members	
Alaska Municipal League	Oil production should be included in the funding driving factor, not the economics/natural resources driving factor.

Agency	Comment
UPS	When we speak about subsistence, that should go with population driving factor.

DRIVING FACTOR #6 – CLIMATE CHANGE

- Threat to transportation infrastructure and reliability
 - Impacts the safety, mobility and reliability of all transportation systems
 - Increases costs to construct, operate and maintain transportation systems

Agency	Comment
STAC & FAC Members	
Port of Alaska	We need to start reminding people to consider climate change for designs and designing for resiliency.

DRIVING FACTOR #7 – POPULATION

- Stagnating population growth
 - Population has been in a slow decline since 2016
 - Forecasts show that under high and medium population scenarios, the state will continue to grow, but will decrease under the low population scenario
- Indigenous and native population and disproportionately disconnected
 - Natives still depend on the land for subsistence lifestyle
 - Many of these communities have only a sole source of transportation into and out of their communities

Agency	Comment
STAC & FAC Members	
Association of Village Council Presidents	The Yukon Kuskokwim region is growing, according to recent Census data.

DRIVING FACTOR #8 – MIGRATION

- Seasonal employment will continue to play a role in Alaska
 - Labor force is highly seasonal with wide swings in employment in the commercial fishing, construction, and tourism industries
 - Many of these jobs are also in remote areas that are underserved by transportation infrastructure
- Rural to urban population movement
 - More Alaskans are expected to move from rural areas to urban areas due to the higher costs of living
 - Population is expected to move from Anchorage to the Mat-Su Borough
 - Climate change could force home relocations in some areas

Agency	Answer
STAC & FAC Members	
Roads and Highways Advisory Board	There's an economic factor within the population and migration driving factors. Outmigration depends on what's going on in the economy for example the oil patch lost a lot of jobs and so many of those people left. Migration from rural to urban is the same concept, i.e. no more opportunities in urban areas so people from rural communities move to them.

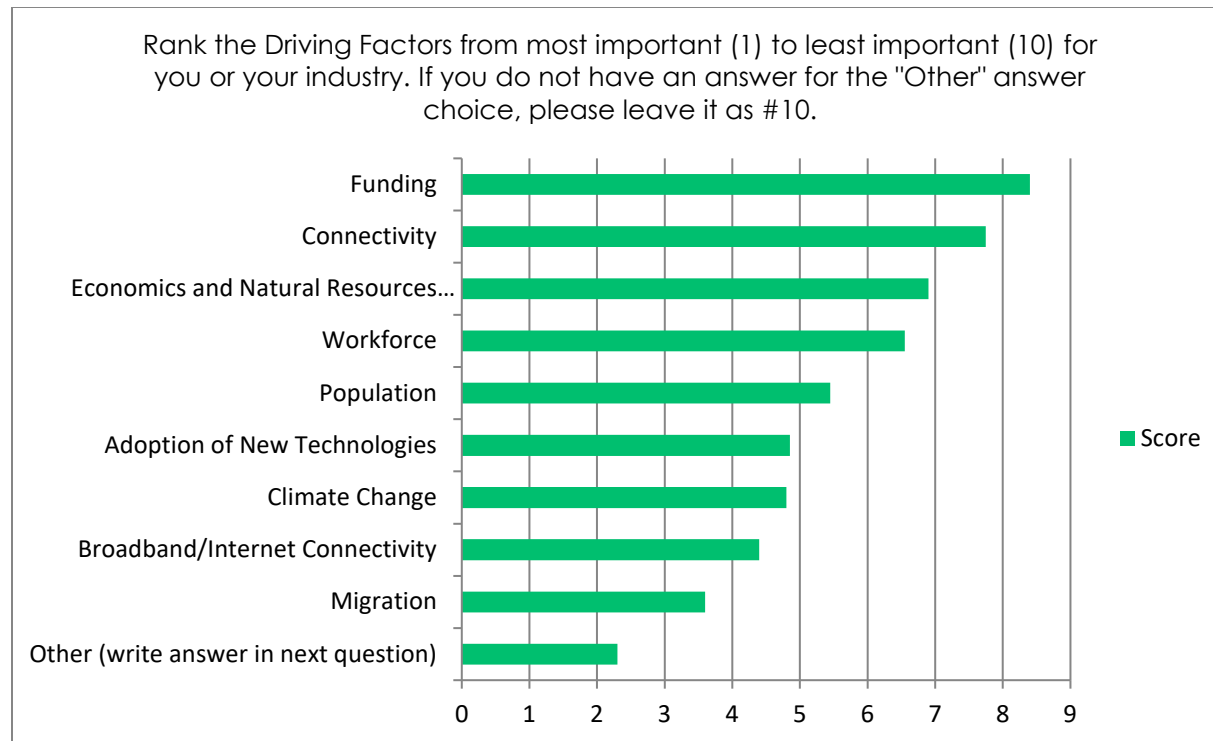
DRIVING FACTOR #9 – FUNDING

- Federal funding is expected to remain stable
 - \$500-\$600 million per year
 - Federal funding is the dominant source of revenue for DOT&PF
 - Any changes in the funding formula will have outsized effects
- New Transportation Bill
 - Important to invest additional funding strategically so that goals are achieved
- Stable or declining state DOT&PF funding
 - State funding is relatively low overall and needs far exceed available funding

Agency	Answer
STAC & FAC Members	
Roads and Highways Advisory Board	One thing federal funding won't pay for is maintenance. As we look at new transportation bills federally, we should lobby that a portion of these new funds go towards maintenance.

POLL #2 RESULTS

Before the meeting, members of the STAC and FAC were asked to complete a short survey to “Rank the Driving Factors from most important (1) to least important (10) for you or your industry. If you do not have an answer for the ‘Other’ answer choice, please leave it as #10.” Members were given the ability to write in an answer choice for “Other”. Twenty people completed the pre-meeting survey and the results are shown below, including the five “Other” written responses:



Written Responses

Prioritize major large projects that fundamentally improve the infrastructure. Knik Arm Bridge, Wasilla By-pass, Rail to Canada are examples.

Minimum levels of service and basic infrastructure.

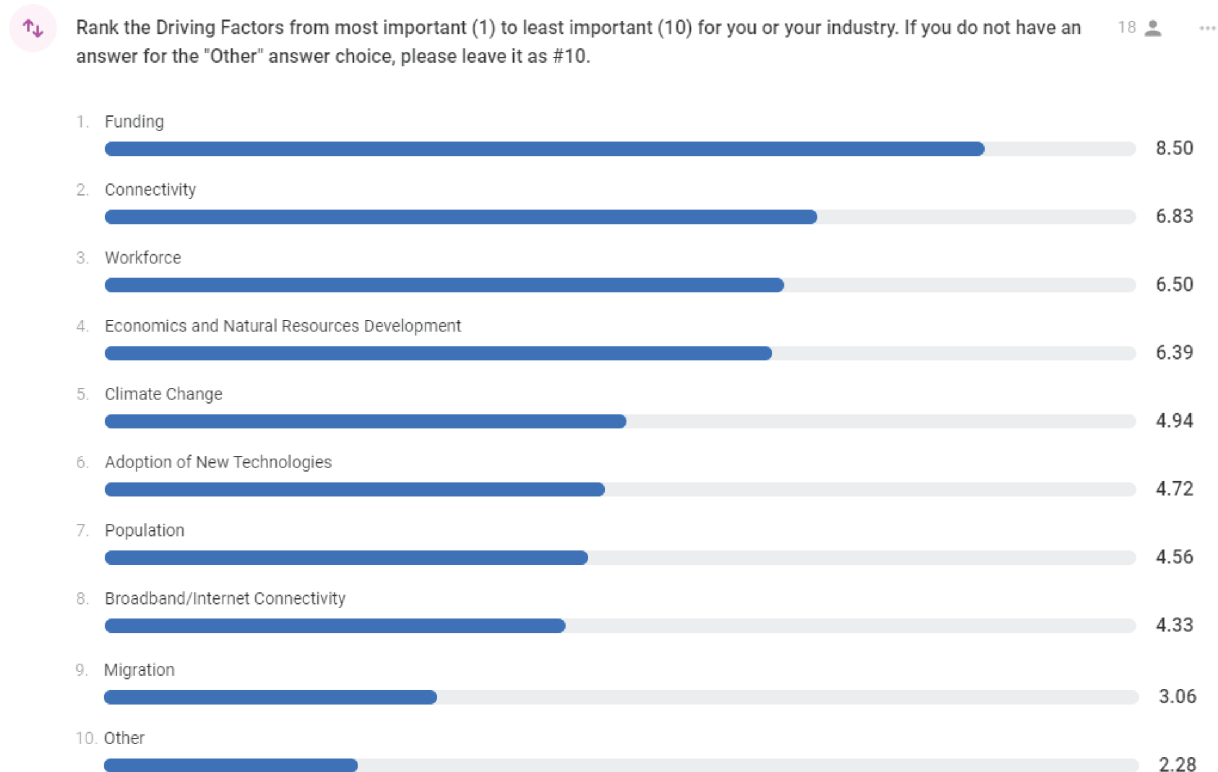
My number 1 is likely to be transactional costs - the transportation system's contributions to the cost of doing business, operating, or traveling within Alaska.

Consumer Behavior/Demand - rapidly changing trends in E-commerce that affect flow of goods via rail, water, airport, truck, etc.

Written Responses

Providing equity for disconnected regions.

After the Driving Factors were presented and discussed during the meeting, STAC and FAC members were asked to rank the Driving Factors once again from most important to least important to understand if the members' priorities had changed after learning more during the meeting. Eighteen people answered this question during the meeting, and the results are shown below:



GENERAL COMMENTS

Agency	Answer
STAC & FAC Members	
Alaska Energy Authority	Some of these driving factors will likely lead to reductions in the DOT budget. For example, if internet connectivity continues to expand and broadband becomes more widely available, any acceleration in the movement of traditional on-site labor to teleworking arrangements within the state will cause reductions in fuel tax revenue and potentially vehicle registration tax as more people may be less inclined to own private transportation, depending on their needs and geographical location. Additionally, EV adoption, assuming no alternative tax policies are adopted, will also lead to reductions in fuel tax revenue.
Alaska Trucking Association	We can't imagine what the technology is going to be in the next 25 years so it's hard to weigh some of these driving factors. There are a lot of driving factors here that we have no control of so they probably shouldn't be considered as part of this plan.
Alaska Municipal League	Not enough time to discuss these things in a single meeting, would like to have more time to weigh on these items.
UPS	The stakes are too high with this plan to not take the time to discuss these things more thoroughly.
Multiple agencies	Would like more opportunities to give feedback and discuss things more in-depth

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Camden Yehle		Guest
Dan Wells		Guest
Jeff Raun		Guest

TECHNICAL MEMORANDUM

Date: October 21, 2021

Kittelson Project No: 25697

To: Eric Taylor

From: Holly Spoth-Torres

Subject: Statewide Transportation Advisory Committee Meeting Summary

STAC MEETING #4 SUMMARY

SUMMARY:

The Alaska Department of Transportation and Public Facilities (DOT&PF) held a Statewide Transportation Advisory Committee (STAC) meeting on Thursday, October 21, 2021, from 1:30 p.m. 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 project team gave a brief presentation (attached) on the project progress to date and then presented the project goals and driving factors. Comments about each goal and driving factor are listed in the tables below.

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

ADVERTISEMENTS:

The STAC members were invited to the meeting with an Outlook calendar invite. A public notice (attached) was posted on October 7, 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).

GOAL 1: ECONOMIC VITALITY

Monitor and consider economic trends including job creation, job access, workforce development and training, and economic savings in planning for and investing in transportation infrastructure.

Agency	Comment/Question	Answer (if applicable)
STAC Members		
Alaska Municipal League	What is most helpful right now? Textual edits? Level of importance? What is our role at this point?	We'd like to hear your thoughts on how these goals can be improved, conceptually.

GOAL 2: RESILIENCY

Assess risk, plan for climate change, and invest in sustainable solutions to develop a transportation system that will adapt to and recover from extreme events and other disruptions.

Agency	Comment/Question	Answer (if applicable)
STAC Members		
Aviation Advisory Board	Really appreciate the aspects of Nils' written comments that reflect the ties between economic vitality and resiliency.	
Aves	Climate change is important in regard to resiliency, but the resiliency of our system must consider OTHER disruptions, such as highway crashes.	
FAST Planning	I'm hoping the resiliency item will capture how permafrost melting is affecting transportation in the North of the state.	

Agency	Comment/Question	Answer (if applicable)
DOT&PF		
	Acute versus chronic is a good distinction.	

GOAL 3: ALASKA PEOPLE FOCUS

Enhance the quality of life for all Alaskans by supporting all modes of transportation to improve accessibility, safety, and interconnectedness to move people, goods, and ideas efficiently, equitably, and safely.

Agency	Comment/Question	Answer (if applicable)
STAC Members		
Alaska Municipal League	I would change "Alaska People Focus" to "Quality of Life" and should reference the inputs into the system that touches on peoples' needs.	
Mat-Su MPO	How do we provide for quality of life for the transportation part of it? When we talk about economic development, vitality and resiliency, we need to talk about all modes. We put goals on paper and how do we get there and support all modes?	We will get to specific, measurable actions later in the process. Right now, we are thinking about overarching goals.
FAST Planning	For personal mobility, the first part of that is infrastructure projects to serve Alaskans. The second part of that is maintenance, which is directly related to personal mobility. Improve the level of maintenance. It's not just	

Agency	Comment/Question	Answer (if applicable)
	building projects, but maintaining what we build. The current level of service is lower.	
FHWA	Support goal as is. Personal mobility is limited, whereas this is encompassing.	
Denali Commission	Potential to change to personal mobility. Transportation does benefit quality of life, and the Denali Commission works in all these realms which overlap with improving livelihoods of Alaskans.	
AMATS	Support changing quality of life to personal mobility. AMATS uses that term, and someone who has a bike only vs a personal vehicle is a different definition of quality of life. Personal mobility seems more clear.	
Aves	Personal mobility focuses on people and conflicts with the wording about moving people, goods, and ideas efficiently. The focus is more than personal, it's the transportation system that moves people and goods.	
FHWA	Personal mobility is more narrow than this goal is aiming for. The goal is looking at who, personal mobility is about how. Mobility is strictly to move. It's important but narrow.	
DOT&PF		
	Personal mobility is also a way to say it.	
	Personal mobility is implied in "move people".	

GOAL 4: COORDINATION AND COLLABORATION

Improve the efficiency and effectiveness of transportation services and expand DOT&PF's coordination and collaboration with partners and the public.

Agency	Comment/Question	Answer (if applicable)
STAC Members		
FHWA	This goal is focused on DOT&PF's collaboration with its partners. If this goal is for the entirety of system, all the partners should collaborate with the other partners. Many-to-many collaboration.	This is for DOT&PF's assets and the policy will be implemented by local organizations. It's good when crafting strategies to capture that.

GOAL 5: SUSTAINABLE FUNDING

Establish stable, long-term funding sources and explore public/private partnerships.

Agency	Comment/Question	Answer (if applicable)
STAC Members		
Alaska Municipal League	Does this mean that each mode's facilities should be self-sustaining?	It's the goal of the state to have stable funding so each mode gets predictable funding and can meet their needs. We don't expect each mode to generate sustainable funding.

GOAL 6: MANAGEMENT OF THE SYSTEM

Research, analyze, and identify the best and most cost-effective modal, intramodal, intermodal, or multimodal solution for prevailing transportation problems with consideration to lifecycle costs to improve operational efficiencies and provide more mobility choice and connections.

Agency	Comment/Question	Answer (if applicable)
STAC Members		
FAST Planning	Maintenance isn't explicit here either.	We may need another goal.
Alaska Municipal League	Add "utilize" or another word like "implement" to capture doing something with the analysis.	
FHWA	Maintenance seems like a sub-component to management of the system.	
Alaska Municipal League	I added maintenance and operations to that management section.	
FHWA	Maintenance and operations is one aspect of the overall transportation lifecycle.	
Alaska Municipal League	Make it specific and it should be addressed. It's important for all the other goals.	
Aviation Advisory Board	It's super important. Aviation is good at getting federal funding, and not as good at maintenance and operations.	

Agency	Comment/Question	Answer (if applicable)
Aviation Advisory Board	Sustainable funding: to be clear, DOT&PF is good at operations and maintenance - just not so top notch on the funding of it in all cases.	
DOT&PF		
	Most of the issues we have with maintenance are from funding from the legislature.	
	I agree maintenance fits within management of the system, but it is also part of the sustainable funding goal.	

GOAL 7: PERFORMANCE BASED DECISION MAKING

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.

Agency	Comment/Question	Answer (if applicable)
STAC Members		
Alaska Municipal League	All of these goals are priorities, I think we should use other language than "prioritize".	

GOAL 8: TRANSPORTATION INNOVATION

Monitor national trends that have the potential to impact Alaska and factor into investment decision making, particularly related to freight movement.

Agency	Comment/Question	Answer (if applicable)
STAC Members		
Alaska Municipal League	Innovation, data, and solutions are all being addressed in the last three goals and I think they can be combined.	
FHWA	Monitoring these trends doesn't tell you to do anything. Alaska is a leader in specific types of transportation innovation. Homegrown innovation, like with the University system, may not be captured here if we're only looking outward.	

DRIVING FACTOR 1: ECONOMIC AND NATURAL RESOURCE DEVELOPMENT

Projected increase in employment in natural resources, construction, and tourism industries

- Natural resources and mining extraction are expected to grow 15% over the next decade
- Construction and tourism are also expected to grow
- Both require transportation infrastructure to support the growth

Agency	Comment/Question	Answer (if applicable)
STAC Members		
Alaska Municipal League	Existing infrastructure versus building new. This is not just expansion, but meeting needs now.	

DRIVING FACTOR 2: FUNDING

Decreasing oil production

- Less state money for transportation infrastructure

Federal funding is expected to remain stable

- \$500 - \$600 million per year
- Federal funding is the dominant source of revenue for DOT&PF
 - Any changes in the funding formula will have outsized effects

New Transportation Bill

- Invest additional funding strategically to achieve goals and a system that can be operated and maintained within future funding limits

Stable or declining state DOT&PF funding

- State funding is relatively low overall and needs far exceed available funding

Agency	Comment/Question	Answer (if applicable)
STAC Members		
Alaska Municipal League	Decreasing oil production doesn't belong here.	

DRIVING FACTOR 3: WORKFORCE

Increasingly challenging to find qualified work forces

- Maintenance and operations personnel are aging out and it's more difficult to replace them

Types of work and workers are changing

- Need to plan for people and an organizational structure to train, attract, and retain workers.

Agency	Comment/Question	Answer (if applicable)
STAC Members		
Alaska Municipal League	What does qualified look like? Is it experience and a skill set to compete? Recruitment and retention are more a matter of pay and benefits, and quality of work/life balance.	
Mat-Su MPO	To build on the quality of life statement - People want to walk and bike. Because we have a limited workforce, people can pick and choose where to live. If we enhance communities, we can recruit people.	
FHWA	Are issues with telework and remote work driving Alaska's workforce considerations?	We will explore this more.
DOT&PF		
	While it's increasing challenging to staff Maintenance and Operations, it's also extremely difficult to replace engineers and everyone involved in the development of projects. It's the entire DOT workforce.	This is a trend nationwide.

DRIVING FACTOR 4: POPULATION

Stagnating population growth

- Population has been in a slow decline since 2016
- Forecasts show that under high and medium population scenarios, the state will continue to grow

Indigenous and native population are disproportionately disconnected

- Alaskans still depend on the land for subsistence lifestyle

- Many of these communities have only a sole source of transportation into and out of their communities

Agency	Comment/Question	Answer (if applicable)
STAC Members		
Alaska Municipal League	Equity is important for how the state makes investment decisions.	

DRIVING FACTOR 5: MIGRATION

Seasonal employment will continue to play a role in Alaska

- Labor force is highly seasonal
- Many of these jobs are in areas that are underserved by transportation infrastructure

Rural to urban population movement

- People are moving from rural areas to urban areas due to the higher costs of living and from Anchorage to the Mat-Su Borough
- Migration from villages to regional hubs
- Climate change could force home relocations in some areas

Out migration

- Losses of employment opportunities have resulted in more people leaving the state

Agency	Comment/Question	Answer (if applicable)
STAC Members		
Mat-Su MPO	The Mat-Su has grown by 20%. Our needs and people are not reflected. Our demographics are changing, and we don't have the infrastructure to support it.	We are looking at overarching trends when developing plans. There is slight growth in Anchorage, significant growth in the Mat-Su, and most other places are stagnating or decreasing.

DRIVING FACTORS 6: CLIMATE CHANGE

Threat to transportation infrastructure and reliability

- Impacts the safety, mobility, and reliability of all transportation systems
- Increases costs to construct, operate, and maintain transportation systems
- Should be a consideration in infrastructure planning and design

Agency	Comment/Question	Answer (if applicable)
STAC Members		
Alaska Municipal League	There might be opportunities or benefits that come with climate change. Recommend replacing "threat" with "impacts".	

DRIVING FACTOR 7: CONNECTIVITY

Continued need for a more resilient, cost effective, efficient, and interconnected system for people and freight

- System is both inter-connected and single source for communities
- Transportation related issues vary across geographic, environmental, cultural, and economic conditions

Agency	Comment/Question	Answer (if applicable)
STAC Members		
Alaska Municipal League	These were framed earlier as external things DOT&PF can't control. We can. It's our job to figure out the connectivity piece. The challenge is how complex the system is to scale and scope and figure out partnerships between federal, state, and tribal partners.	

DRIVING FACTOR 8: ADOPTION OF NEW TECHNOLOGIES

Multiple new technologies will change the way we need to think about transportation

- Demand for alternative fuel stations and electric vehicle charging stations
- Changes in consumer behavior and demand such as e-commerce
- Unmanned aerial systems will transform how we move freight
- Big data analytics allows us to see trends far ahead of what previously could
- Various levels of connected and autonomous vehicles are being deployed nationwide

Need to increase connectivity via fiber optics, 5G cell service, and satellite internet options

- Better internet services provide more opportunities for remote work, e-commerce, telemedicine, and educational access
- More affordable satellite internet options (Starlink) open possibilities for remote and historically disconnected regions of Alaska

Agency	Comment/Question	Answer (if applicable)
STAC Members		
Alaska Municipal League	The broadband/internet connectivity piece feels weird here.	
Denali Commission	The Commission, along with partners, has discussed the relative ease of facilitating broadband access via utility corridors. Would it be possible to label trails as 'utilidors' to open up some opportunities?	
FAST Planning	It could make the 511 system more robust.	

INTERACTIVE POLL

The STAC members were asked, “Which driving factor has the greatest potential to change transportation in Alaska?” Below are the results from the 12 STAC members who answered.

☰ Which driving factor has the greatest potential to change transportation in Alaska? 12 👤 ...

Economic and Natural Resource Development



Funding



Workforce



Population



Migration



Climate Change



Connectivity



Adoption of New Technologies



GENERAL COMMENTS

Agency	Comment/Question	Answer (if applicable)
STAC Members		
Alaska Municipal League	What is most helpful right now? What level of review are you asking for?	We're asking for your feedback about the big picture of the goals to make sure we're not missing something and how they can be improved.
Roads and Highways Advisory Board	We haven't talked about disaster relief in terms of resilience. If the Port of Alaska or the Eagle River bridge is damaged/non-functional, that impacts the ability to get goods into the system.	
Alaska Municipal League	We could add something about redundancy. Maybe add it to the Climate Change driving factor, as "Climate Change and Natural Disasters".	

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Peg Tileston		Guest

MEMORANDUM

Date: January 12, 2022

Kittelson Project No: 25697

To: Eric Taylor

From: Holly Spoth-Torres

Subject: Statewide Transportation Advisory Committee Meeting Summary

STAC MEETING #5 SUMMARY

SUMMARY:

The Alaska Department of Transportation and Public Facilities (DOT&PF) held a Statewide Transportation Advisory Committee (STAC) meeting on Wednesday, January 12, 2022, from 1:30 p.m. 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 provide a project update and explore plausible futures for Alaska and how they might influence the transportation system.

The project team gave a brief presentation (attached) on the project progress to date and then the group discussed plausible futures for the state of Alaska's transportation system and what the system may look like in 2050 under a variety of scenarios.

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

ADVERTISEMENTS:

The STAC members were invited to the meeting with an Outlook calendar invite. A public notice (attached) was posted on December 29, 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).

PLAUSIBLE FUTURE SCENARIOS DISCUSSION

This discussion centered around a map (page 11 of the presentation) of major economic activities that could change the transportation network and these three questions:

1. What is missing?
2. Which ones are most likely to happen?
3. How will they transform transportation needs?

Agency	Comment/Question	Answer (if applicable)
STAC Members		
Alaska Municipal League	I would argue that our status quo is actually "powering down" and that "cruising" may be a reset to a more stable future growth and investment. And then "future growth" requires more sustained and intentional action.	
Maritime Advisory Board	Plausible future is likely a new #4 scenario - plodding and stumbling ahead.	
Maritime Advisory Board	Where is the marine highway system's plausible future (seems missing)?	
Mat-Su Borough	The West Susitna Industrial Access Road on the map has implications on infrastructure and planning. I see it as a road that will take money away from projects people need and it doesn't help the Mat-Su or Alaskans. There is only enough developable land for housing sites for about 20k. Is two billion on a bridge for 20k house sites a good investment? For a number of roads to resources projects, how does that help get people where they need to go?	

Agency	Comment/Question	Answer (if applicable)
North Slope Borough	The North Slope Borough has been working with the Department of Natural Resources and to some degree with DOT&PF for the Arctic Strategic Transportation and Resources (ASTAR) study, a strategic resources plan in the Tri-Village Implementation Area that makes note of the disconnected nature of the villages. The industry is poised to move 30 miles west for Willow projects. Connectivity, energy movement, and the cost of doing any project, including resource development, in the Arctic is high. ASTAR should be added to the map.	
Alaska Municipal League	Projects themselves aren't transformational and I'm not sure they determine the future. Projects won't change the overall system. There's about to be two billion in federal investment in water and sewer and another two billion in port and harbor needs, and the electrification of vehicles may be transformational. It's not the infrastructure that will change the future; it's the economic activity.	
AMATS	Is there any intention to add the fiscal constraints of each of these projects listed? People may see these projects listed and put pressure on localities to fund and complete the projects.	The plan is not recommending projects. These are economic activities/projects that Alaskans have talked about and that could change transportation in the future. They could influence the state's population and economy.
Alaska Municipal League	If fisheries shifted west and north - that would be transformational and require entirely new coastal infrastructure that would have to be accommodated. What would a 10% increase (or decrease) mean? For a \$2B investment in water and sewer - what is the	

Agency	Comment/Question	Answer (if applicable)
	barge/airport transportation necessary to support that network of rural communities?	
Association of Village Council Presidents	The Yukon-Kuskokwim freight and energy corridor is missing from this map.	
Port of Alaska	<p>Ports shouldn't be on this map because the state doesn't own them. What port-related policy decisions can the state make that will impact ports?</p> <p>I'm struggling to understand how the Port of Alaska is relevant to this discussion, because our very needed infrastructure upgrades are not controlled by the state, but by the City of Anchorage. But if we want to envision the future, then what is the state's population going to be in 2050? Because if it hasn't grown much, our transportation system won't need many changes – it will likely be sufficient. An Alaska-Alberta railroad would be transformational, because it will rely on the ports to be connected to the globe. Air-to-sea service needs to recognize that the sea is the Port of Alaska.</p>	
Maritime Advisory Board	I don't see a plausible future depicted on this map for southeast or coastal Alaska. Major activities = major reform of AMHS - What is missing? Marine transportation is missing. Which projects are likely to happen? With one billion dollars now available AMHS & marine transportation restructure seems transformative and likely to happen if invested wisely. I could go for a long time on how transformative this is - and why the state needs	

Agency	Comment/Question	Answer (if applicable)
	to include this now in the Long-Range Transportation Plan.	
Denali Commission	Are you wanting a list of all projects we've heard proposed? <ul style="list-style-type: none">• The road from Noatak to the Red Dog Mine's Delong Mountain Transportation System (DMTS) to reduce Noatak's flown-in fuel costs.• 40mile Yukon-Kuskokwim Freight and Energy Corridor would allow for travel, trade, and access to public facilities and other modes of transportation within the Yukon-Kuskokwim Delta (Y-K Delta)• Alaska Marine Highway System Viability Report to make the system possible• Arctic Strategic Transportation and Resource Project (ASTAR) network of roads across Alaska's Arctic and access to Arctic ports (Cape Blossom/Kotzebue, Nome, Prudhoe Bay, etc.)• Alberta to Alaska linkages• Aleutian Transportation Planning• Road to Kaktovik from the Dalton Highway which would connect the community as well as open access to eastern North Slope oil and gas leases• 18-mile road linking Rampart Village to the Elliott Highway	

Agency	Comment/Question	Answer (if applicable)
	<ul style="list-style-type: none"> • Iliamna Dock and Boat Lift • Utqiagvik (Barrow) road and boardwalk projects and a warm storage facility for maintenance equipment • Taylor Access Road to the Bering Land Bridge National Preserve near Nome • Juneau harbor upgrades • Chignik Hydro Dam Access Road • Max Itelio Road reconstruction project in Yakutat • Connect Kobuk to Shungnak 	
<p>Alaska Energy Authority</p>	<p>I would echo some of the sentiment with respect to these "project developments" contributing more to the shorter/medium term economic volatility (50-100 years); while not a great example, did the Kennicott mines really provide an economic boom to Alaska? The ore was mined, put on rail, and then exported out of state to Lower 48 and foreign smelters. The direct benefit to the state of Alaska is relatively miniscule compared to the benefit that the copper had for outside applications.</p>	
<p>Association of Village Council Presidents</p>	<p>As the international and domestic transportation network increases off the western coast of the state, we need some kind of disaster response center on the western coast. There are about 30,000 people in our region alone that would be impacted by an oil spill or</p>	

Agency	Comment/Question	Answer (if applicable)
	<p>other ship disaster. A good percentage of the population is mainly reliant on subsistence.</p>	
FAST Planning	<p>If we're thinking about a 20-year planning horizon, a lot of these resource development projects have been talked about for 30-40 years. I don't think it's a good assumption that they'll come to fruition in the next 20 years. Military expansion, railway to Canada, and continued development of existing mines are all impacting Fairbanks currently. Fairbanks is the fastest growing borough in the state due to military expansion, and we are already experiencing increased pressure on the roadways from population growth and mining activities, and we have new residents that will need bike and pedestrian facilities.</p>	
Port of Alaska	<p>Nobody ships anything to a port: you ship to an end user <i>through</i> a port, and you must have connectivity to the rest of the transportation system. It's challenging with commerce because all the factors need to pencil economically for it to work, and you need a skilled workforce to run the port. It's a significant challenge in a place with less than one million people to find more than one location where you successfully operate a port.</p>	
Aviation Advisory Board	<p>Ambler Mine is about 80 more miles to the west. Yukon Corridor is a top-down approach to a highway, but the conversation is missing that a rail system is a more winning proposal. Ports are important – Port Clarence is a natural, deep-water port that has potential. It's infrastructure and economy, symbiotically. This map hits</p>	<p>As part of scenario planning, this plan is mapping cell and broadband coverage and other livability factors. We are also mapping climate change impacts, such as flooding and permafrost thaw, to understand those impacts as well as demand changes.</p>

Agency	Comment/Question	Answer (if applicable)
	<p>me as a “where we’ve been”, and infrastructure could be where we go. Fiber optic connectivity is where we could go.</p>	
Port of Alaska	<p>We need to figure out how to articulate in this plan that ports are a big part of the state's transportation system, and the state doesn't own them. There's some level of cooperation and dialogue that needs to happen and the state needs to be willing to dive into that.</p>	
Kenai Peninsula Borough (KPB)	<p>The KPB is in the cruising phase. We still manage to see a slow increase in population year over year. The ferry system, highway issues (accidents/emergency evacs that shutdown travel for hours), and one bridge to reach Anchorage are definitely a concern for the residents in the Borough.</p> <p>Major projects that could impact the future of transportation:</p> <ul style="list-style-type: none">• Major seaport in the Bering strait likened to the strait of Gibraltar to service the NW Passage which has been sought after for centuries• Rapid Rail system-bringing people back and forth between the borough and Anchorage/Matsu/Fairbanks• Transportation to provide logistics to the North Atlantic that could happen within days (national defense purposes)• Alternative bridging/backup plan for commuting from the Peninsula to Anchorage• Port expansions at Seward and Homer by 2050	

Agency	Comment/Question	Answer (if applicable)
	<ul style="list-style-type: none"> • City of Soldotna- Redoubt Ave to Poppy Lane a bridge to open the transportation and college opportunities between Soldotna with the KPC College. Open Soldotna as a college town. • Regionalized solid waste is an issue for us on the peninsula. A rail system could help address this long-term need. • Electric charging stations to transition out of gas stations as well as electrical upgrades at our seaports for electrification of the marine system. 	
DOT&PF		
	<p>To get the discussion started: a lot of projects on this map have been discussed for the past 20-30 years. If we're looking to the future and at disruptors, are we looking at new projects or ones we've been talking about for a while? Will looking at past projects serve future generations well?</p>	
	<p>I'm not sure we're in total decline yet.</p>	
	<p>What about the Turnagain Arm crossing?</p>	
	<p>The connection from Yukon to Kuskokwim River is missing.</p>	
	<p>Are we missing any potential military buildup at Dutch Harbor and possibly somewhere near Oliktok Pt? Pt. Thompson and gas is not on the map.</p>	
	<p>If it's useful to create a high growth scenario, I think we should put them all on our map.</p>	

Agency	Comment/Question	Answer (if applicable)
	Kodiak spaceport, UAS Coastal Launch Facilities for testing UAS, and Fairbanks Poker Flat Research Area for rocket launching and UAS testing.	

2050: WHAT DOES TRANSPORTATION LOOK LIKE

This discussion focused on what Alaska's transportation system would look like under the following future scenarios:

- Powering Down
- Cruising
- Full Speed Ahead

Agency	Comment/Question	Answer (if applicable)
General Comments		
STAC Members		
Port of Alaska	For the population to grow to a million people, that is of no consequence to the port. The port operates at 40% capacity and there's plenty of room for growth without adding real estate. The issues are age and corrosion. We can add more port calls because we have space and time to make that happen. We could quadruple before the port infrastructure wouldn't be okay. The road into and out of the port is an issue and we're trying to address that.	

Agency	Comment/Question	Answer (if applicable)
Mat-Su Borough	In the absence of state funding, more local resources have to be on the table.	
Association of Village Council Presidents	DOT must work together with tribal transportation entities. We need to be able to use local contractors, not DOT procurement. We have local skilled labor through our tribal vocational school. There is a lot of federal funding available, but our local and state partnerships must be primed to take advantage of it.	
Aviation Advisory Board	We need each region to list their capital investments and delayed maintenance by mode to understand how we can have a productive 2050.	
Alaska Energy Authority	Some food for thought would be, is there some potential for population growth via migration from the Lower 48 as climate refugees? California appears to be perpetually burning, current and developing water crises in the southwest threaten arable land for food crop cultivation. Will climate change lend to making Alaska more attractive as a place to live?	
Alaska Energy Authority	Melting glaciers creating new spawning habitat for salmon, and ceteris paribus (all other things being equal), could create more opportunities for the export of salmon-products and lead to potential job-growth in the commercial and sport-fishing sector.	
Maritime Advisory Board	Haines, Skagway and Sitka should have a link into the highway system.	

Agency	Comment/Question	Answer (if applicable)
Maritime Advisory Board	AMHS has the wrong sized/powerd vessels, poor partnerships, and port facilities that are not multi-use - those investment changes are critical and will facilitate economic development (tourism, etc.) and population growth and change the face of transportation in coastal Alaska. Under every scenario, DOT&PF needs to make capital improvements in AMHS and terminal facilities.	
DOT&PF		
	Federal funding is not stable, and Alaska is dependent on it. Powering Down or Full Speed Ahead is determined by Washington, D.C., not Alaska.	
	As glaciers melt and Asia's GOP increases, I think tourism will increase, especially cruising. I could see a transportation corridor that has electric charging stations along the way for the tourist buses transporting cruise passengers.	
	Cruise tourism is already happening in NW Alaska, which is new.	
	As decreasing commercial fish populations (or relocating commercial fish populations) and climate change melts permafrost and compromises runways, airports will move and consolidate along with populations. Robin Bronen from Anchorage is an excellent climate change resource relative to population migration. UAS expansion may allow native populations to stay in their remote locations. Decreasing	

Agency	Comment/Question	Answer (if applicable)
	<p>freshwater availability and water rights arguments in L48 may cause population increases in Alaska.</p> <p>Reinvestments in the university system, especially UAF could reinvigorate population growth in the key UA municipalities. Hubs growing will create a ripple effect outward, I think.</p>	
	<p>The transportation system needs to be viewed 2 ways: 1) supporting population and 2) supporting visitors and seasonal/transient workers and economies, e.g. increasing tourism, mining and oil and gas workers, etc.</p>	
Powering Down		
STAC Members		
Alaska Municipal League	<p>This would mean we're not able to meet current needs, not address future needs, closing 30% of local government, cities can't sustain themselves, cannot maintain DOT&PF airports, plow roads, keep utilities operating, or transfer to tribal government or the population moving to other communities. It would be collapse in a lot of ways.</p>	
FHWA	<p>The farther you go towards powering down, there's more maintenance planning and funding and system triage as well, moving from paved to gravel roads.</p>	
Alaska Energy Authority	<p>Powering down = death by 1,000 cuts.</p>	

Agency	Comment/Question	Answer (if applicable)
Cruising		
STAC Members		
FHWA	Cruising means maintenance and rehabilitation of existing facilities.	
Maritime Advisory Board	Under "plodding along" scenario/status quo, it is marine.	
Full Speed Ahead		
STAC Members		
Alaska Municipal League	Under this scenario, we're doing more with more resources. It requires more of Alaskans, more from the state and federal partnership. Local governments have the ability to take more on, like transportation. There will be more opportunities for partnerships, a slew of economic activity. Not just military, but mining, fishing, tourism, and all things are increasing. Capture that to make the most.	
FHWA	Full speed is more capital investment and changing the system.	
Maritime Advisory Board	With a full speed ahead economy, those transportation links could have extended asphalt (road extensions).	

Agency	Comment/Question	Answer (if applicable)
Alaska Energy Authority	A greater focus on developing industries where the economic benefits are more easily captured and retained within Alaska is needed for a full speed ahead scenario. Long-term viability is difficult to obtain through the exportation of raw, natural resources. It would be worth considering how to add-value in the production schemes of various industries, so that such the benefits are retained. This stands true even with respect to human capital; brain drain is a problem for Alaska.	
FHWA	I'm thinking about gateway communities and how people access tourism/recreation opportunities and how these increases will increase wear and tear on federal lands and tribal lands' roads.	
DOT&PF		
	Significant cargo warehousing infrastructure is being built now at Ted Stevens Anchorage International Airport combined with constrained airports in the Lower 48 is expected to see more cargo flights landing in Anchorage and cargo sorting happening at Anchorage.	

GENERAL COMMENTS

Agency	Comment/Question	Answer (if applicable)
STAC Members		
Aviation Advisory Board	Did I miss the document with the listed towns for Place Types by Access (page 10 of the presentation)? Or do we not have that full list yet?	The list is being finalized and will be sent out to the group shortly after this meeting.

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Katie		Guest
Elizabeth Ferguson		

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Betsy McGregor		
Andrew Tunnell		
Leslie Robbins		

Part 3.2 – Statewide Freight Advisory Committee (FAC)

Statewide Freight Advisory Committee (FAC) Members

Name	Title	Organization	Interest
Joe Michel*	Executive Dir	Alaska Trucking Assn	Truck freight*
Doug Thompson	Southcentral Ops	Holland America-Princess	Cruise Industry*
Jimmy Doyle*	VP	Weaver Bros	Trucking*
Brian Lindamood	VP, Chief Engr	Alaska Railroad Corp.	Rail*
Mike Thrasher		TOTE	Marine/Intermodal*
Dr. Darren Prokop	Professor of Logistics	UAA	Logistics, Info systems*
Teri Lindseth	Planning Mgr	TSAIA	ANC Airport Planning*
Dan Smith	Director	MS/CVE	Permits/restrictions*
Richard Heath*		UPS	Delivery Services*
Steve Ribuffo	Port Director	Port of Alaska	Port Dev and Ops*
Robert (Bob) Sherrill*	JWS Rep	JBER	Def Logistics*
Jackson Fox	Executive Dir	FAST Planning	Fairbanks MPO
Craig Lyon*	Mgr Trans Plng	AMATS	Anchorage MPO
Angie Spear	Airport Mgr	FAI	FAI Airport
Morgan Neff	Chief Investments Off	AIDEA	Infrastructure investment
Terry Howard*		Carlile	Truck Logistics
Aves Thompson*	Member	RHAB	Highway freight
Lee Ryan*	Chair	AAB, Ryan Air	Air freight

Name	Title	Organization	Interest
Robert Venables*	Chair	MTAB, SE Conference	Ports/Maritime freight
Miles Brookes*	Program Improvement Mgr	FHWA Alaska Div	Freight
Bruce Lambert*	Gateway Director	MARAD	Maritime logistics

* AMATS FAC Member

MEMORANDUM

Date: April 21, 2021

Kittelson Project No: 25697

To: Eric Taylor

From: Holly Spoth-Torres

Subject: Statewide Transportation Plan Advisory Committee and Freight Advisory Committee Meeting #1 Summary

STAC/FAC Meeting #1 Summary

SUMMARY:

The Alaska Department of Transportation and Public Facilities (DOT&PF) held a joint Statewide Long-Range Transportation Plan Advisory Committee (STAC) and Freight Advisory Committee (FAC) meeting on Wednesday, April 14, 2021, from 3 to 4:30 p.m. using the virtual platform Microsoft Teams Live Event. 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 introduce the Statewide Long-Range Transportation Plan and Freight Plan update planning process to the STAC and FAC. The meeting began with a welcome from DOT&PF Commissioner MacKinnon, general meeting guidelines, and each of the attending STAC and FAC members introducing themselves briefly. The project team then began a presentation of the meeting material (attached).

The meeting presentation covered these topics:

- Planning Context
 - o DOT&PF Regions
 - o Alaska Geographic Regions
 - o Population

- o High cost of living
- o Employment/tourism
- o Fiscal outlook
- Key Trends
 - o Commute modes statewide
 - o Vehicle Miles Traveled
 - o Pavement and Bridge Condition
 - o Highway Safety
 - o Transit
 - o Alaska Marine Highway System
 - o Aviation
 - o Alaska Railroad
- Freight
 - o Commodity Flow within Alaska
 - o Freight Trucks
 - o Maritime Administration America's Marine Highway Program
 - o Freight Ports
 - o Freight Air
 - o Freight Rail
- Key Findings

After the presentation, there was an opportunity for participants to ask questions verbally or in the Question and Answer text box. After the discussion, the project team asked the STAC and FAC members to answer the question, "If this long-range transportation plan could only

accomplish one thing, what would it be?" Answers were written in the meeting chat or spoken verbally by STAC and FAC members and recorded by a member of the project team. The meeting concluded with upcoming key project milestones, the next STAC and FAC meeting dates, the project team contact information, and the project website (www.alaskamoves2050.com).

After the meeting, the meeting agenda, presentation, and a recording of the meeting were posted to the project website, <https://alaskamoves2050.com/>. STAC and FAC members received an email alerting them that the meeting materials were available for viewing/download on the project website.

ADVERTISEMENTS:

The STAC and FAC members were invited to the meeting with an Outlook calendar invite. A public notice was posted 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.

DISCUSSION

Below is the table of questions that attendees asked, which agency they represent, and the answer that the project team provided.

STAC/FAC Agency	Question	Answer
Marine Transportation Advisory Board	What is the year/date stamp on the current freight plan? Is that being provided to this group to help with context?	2016; it was completely concurrently with the previous LRTP.
Marine Transportation Advisory Board	If a truck is taking freight onto the ferry, how is the freight delivery method accounted for? How does use of AMHS for freight get tracked?	We are still evaluating freight data and will go more into the specific data at the next meeting.
North Slope Borough	How can local communities use this transportation plan to help their local initiatives move forward?	Coordinating with local jurisdictions is part of the planning process, and we will be looking at regional systems to see what role DOT&PF can play.

STAC/FAC Agency	Question	Answer
North Slope Borough	Are there commonalities that local transportation plans or entities could take advantage of to increase collaboration and funding mechanisms with this plan/DOT&PF as they develop their own regional plans?	Collaboration between entities is important and the role of the STAC and FAC is to help identify potential opportunities.
Alaska Railroad	The Department of Natural Resources (DNR) has plans for large swaths of land. When it begins to develop a new project, that project will need transportation infrastructure. Will DNR be included in the LRTP/FP process?	The project team will determine how to best involve DNR moving forward.
Roads and Highways Advisory Board	Does the 46% of truck tonnage include the pipeline throughput?	We are still evaluating freight data and will go more into the specific data at the next meeting.

As part of the presentation, participants were asked, "If this long-range transportation plan could only accomplish one thing, what would it be?" Below are the responses, organized by agency.

Agency	Answer
STAC/FAC Members	
Port of Alaska	Analyze and plan for ports as one system.

Agency	Answer
Alaska Railroad & Port of Alaska	Take a look at the big picture and work on improving interactions between modes/carriers. Better integration of modes, recognize the intramodality of AK and invest accordingly (2x)
Alaska Energy Authority	Increase efficiency of moving goods and people across the state.
Matanuska-Susitna - Future Metropolitan Planning Organization	All new facilities get upgraded non-motorized infrastructure.
Federal Highway Administration	Connect communities equitably.
Denali Commission	Focus on reliability and more roads to rural Alaska.
Marine Transportation Advisory Board	Focus on intermodal transfer points – public and private service providers. Provide data and analysis that supports an integrated transportation and intermodal freight system that includes public (AMHS) and private partnerships that can provide predictable and reliable basic service.
Alaska Municipal League	It would reference, integrate, and recommend partnerships to implement local government planning efforts.
Federal Highway Administration	Demonstrate what accessibility (mobility and proximity of destinations) could look like in the Alaskan context going forward.
Maritime Administration	Think about how transportation investment spurs transformative economic development.
Denali Commission	Focus on reliability to keep shutdowns and/or disruption of goods and services from happening. More roads and partnerships between transportation agencies and others, like USDA, for Broadband - roads and utilities go hand in hand.
Anchorage Metropolitan Area Transportation Solutions	Statewide vision for equitable distribution of funds.

Agency	Answer
DOT&PF	Maintenance of transportation infrastructure is a huge challenge. We need to analyze all revenues and revenue generating potential in Alaska, in consideration of the complexity of governments and local powers. There are significant challenges given the geography and needs. What is realistic? Need to focus on realistic approaches.
MSC/DOT&PF	Improving efficiency throughout the system while improving safety.
Roads & Highways Advisory Board	Intermodal transfer points being as efficient as possible.
Weaver Brothers	LRTP needs to focus on goods being transported safely and efficiently.
DOT&PF	
Other Members	
Public Attendee	Resiliency in transportation modes.
Public Attendee	The earthquake was a good example on how we need alternate routes and modes to move when one is disabled.



ATTENDANCE

Representatives from multiple agencies attended STAC and FAC Meeting #1. Attendees are listed below with their name and organization, email, and role in the project. Ten people called into the meeting as public attendees.

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Nils Andreassen, Anchorage Municipal League	nils@akml.com	STAC

MEMORANDUM

Date: June 3, 2021

Kittelson Project No: 25697

To: Eric Taylor

From: Holly Spoth-Torres, Huddle AK

Subject: Freight Advisory Committee Meeting Summary

FAC Meeting #2 Summary

SUMMARY:

The Alaska Department of Transportation and Public Facilities (DOT&PF) held a Freight Advisory Committee (FAC) meeting on Thursday, June 3, 2021, from 2:30 to 4:30 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 key trends that will help inform the Freight Plan element of the Statewide Long-Range Transportation Plan and discuss desired outcomes for the plan. The project team gave a brief presentation (attached) on the project process so far, key findings, and trends. Once the presentation was finished, the project team posed a series of four discussion questions for the FAC members to answer or share thoughts. FAC members were able share their answers verbally or by typing into the chat box. The discussion questions and FAC members' answers are below, categorized by question.

After the meeting, a recording of the meeting and the presentation were posted on the project website (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 May 25, 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).

DISCUSSION QUESTION #1

Question #1: What are the key freight issues or challenges facing Alaska?

Agency	Answer
FAC Members	
Roads and Highways Advisory Board	There are multiple expectations of the highway system; it serves commuters, freight, etc. Each has their own needs and limitations and there are conflicting uses.
Alaska Trucking Association, UPS, Holland America	Bottlenecks are a challenge. Due to the lack of redundancy in the system if there is a backup/delay (bridge out, avalanche, bridge height/weight restriction), there is no alternative route. Having both alternate routes as well as reliable systems for keeping roads open is important.
Maritime Advisory Board	There is no economy of scale. Economic depression such as timber declines is making is more challenging. There is little to no backhaul which adds to complications and drives costs up.
Maritime Advisory Board	The Prince Rupert 2050 Plan should be on the radar.
Alaska Railroad	Link land use planning with transportation planning to support development.
Port of Alaska	Look at ports strategically or as a system. Neighborhoods do not like commercial traffic, particularly the traffic that must enter and exit major transportation hubs like seaports and airports, industrial noise in and around major transportation hubs. User conflict, e.g. cyclists. Freight should be more represented.
MARAD	Rural connectivity is very important.
DOT&PF	
	There has been an increase in freight on highways. Bridge weight restrictions are a limiting factor.

Agency	Answer
	There's been discussion about delivering freight via lighter than air blimps, but nothing has come of it. Changes in the technology could present challenges, such as piloted aircraft being replaced with drones or a similar technology.

DISCUSSION QUESTION #2

Question #2: What opportunities do you think DOT&PF and freight stakeholders should be addressing or pursuing?

Agency	Answer
FAC Members	
Maritime Advisory Board	Public-private partnerships.
Alaska Trucking Association, UPS	Bypasses of Anchorage and Wasilla. (2x)
UPS	Address congestion in Midtown Anchorage and the Glenn Highway.
Roads and Highways Advisory Board	Address heavy loads through Wasilla. Currently, there are small windows of time for freight transportation due to load restrictions.
Roads and Highways Advisory Board, FAST Planning	Intersection redesign needs. (2x)
FAST Planning	Reduced maintenance funding of DOT&PF; working with the Legislature to restore maintenance budgets.
Holland America – Princess	Infrastructure to support electric vehicles.

Agency	Answer
Alaska Trucking Association	Use funding to support big, game-changing transportation projects instead of a few small projects each year.
Port of Alaska	Port-to-rail freight handling to reduce drayage costs and trucking volumes, cleaner fuels for trucks, electrification of vehicles.
Fairbanks International Airport	One issue at FAI is that hangar development is extremely expensive. We could certainly handle more freight, but we do not have the infrastructure to support it and it is so costly to build here that companies don't invest.
Holland America – Princess	Improve safety of access to highways (frontage roads, turn lanes, etc.).
UPS	Changes in the way freight is delivered, increases in B2C (business to consumer) deliveries as opposed to B2B (business to business). More and more deliveries are made to a person's door rather than a retail or warehouse location. This has increased presence of commercial vehicles on residential roads which as it increases will lead to increased congestion in residential neighborhoods.
MARAD	Future of clean energy on market demand.
UPS	The largest aviation delays for freight in SE Alaska was when the AK Airlines freighters were taken out of service or limited for position weight.
MARAD	Maybe a focus should be on "regional corridors" and how they tie into regional clusters. Such as SE is really a long water highway, and with hub and spoke systems, how can the state prioritize interconnected systems within the state.
Alaska Energy Authority	Leveraging electrical grid inter-connectivity through transmission line build-out along state-owned transport corridors; this could allow for reduced energy costs as newly connected grids could have access to cheaper forms of electrical generation which exist along the rail belt (i.e. Bradley Lake hydro), for residential and industrial consumers alike. New freight corridors allow for opportunities to expand access to lower cost rail belt electricity.

Agency	Answer
DOT&PF	
	Maintaining airports: Some grant funding is dependent on certain metrics of maintenance.
	Improved or more reliable weather reporting at rural airports.

DISCUSSION QUESTION #3

Question #3: In what ways should there be greater public and private sector collaboration for freight transportation?

Agency	Answer
FAC Members	
Alaska Trucking Association, UPS	Combining funds from smaller projects to support larger, more needed projects that have a bigger impact. (2x)
UPS	As electric vehicles become more prevalent there will be less revenue from the gas tax, and new avenues of how to tap into revenue from EVs.
Alaska Railroad	Alaska's gas tax is among the lowest in the country. Explore weight/distance tax and user fees.
Maritime Advisory Board	Evolve to new funding models.
Totem Ocean Trail Express	Analyze historic spending on freight-related transportation.
Port of Alaska	Tax incentives to spur more private sector investment in cleaner commercial operations, infrastructure development, etc.

Agency	Answer
Holland America – Princess	No one mentioned Permanent Fund allocations and some legislative help on these projects that help all Alaskans.
Alaska Energy Authority	Perhaps attracting foreign direct investment? If S. Korea and some SE Asian countries are profiting by moving their exports across AK infrastructure, perhaps they would find it in their interest to invest in further improving existing infrastructure. ROI could be realized through user fees (i.e. other country/business flagged freight carriers would also be utilizing such infrastructure) or other means, have to get creative.
DOT&PF	Nationally, conversations on Road-Usage-Charges (RUC) with pilots are in place now.

DISCUSSION QUESTION #4

Question #4: What are the most important trends/forecasts we should be paying attention to in the development of the Freight Plan?

Agency	Answer
FAC Members	
FAST Planning	Workforce development? Are there issues with attracting and retaining a skilled workforce in freight transport?
Alaska Energy Authority	The potential for increasing damage to salmon populations due to stormwater runoff from roadways.
Alaska Energy Authority	Population trends, especially in remote communities, and how that impacts operations.
MARAD	3D printing could help alleviate issues with maintenance, parts, inventory, etc.

Agency	Answer
UPS	The expansion of Ted Stevens Airport for pass-through freight.
UPS	The expansion of e-commerce into rural areas and more truck traffic into residential areas.
Port of Alaska	Graphite One, Ambler Mine, Alberta-to-Alaska Rail link, and hydrogen fuel.
Holland America - Princess	Permafrost damage to highways.
Holland America - Princess	Military expansion or contraction in Alaska?
JBER	Military growth in Eielson and Ft Wainwright should be 3000-4000; slight growth at JBER.
Alaska Energy Authority	Climate change, as the earth warms, more and more agricultural land in the L48 will become less viable. There are studies which indicate that Canadian arable land could become the next North American breadbasket, and they will need a way to get their products to both domestic and international markets; AK could capitalize by investing in border-to-intermodal port corridors.
Holland America – Princess, Alaska Railroad	It's becoming harder to find skilled workers for the required jobs, such as maintenance, seasonal, and electrical positions. (2x)
MARAD	Could see climate change in Western Alaska demanding more funding to maintain communities as they adopt to sea level rise- implications for state budgets.
Alaska Energy Authority	Avoiding potential stranded assets.
UPS	It's getting harder to pass the physical for the DOT, and the technical requirements for licensing keep increasing as we struggle to find applicants.
DOT&PF	
	National conversations on Road-Usage-Charges. There are pilot programs happening now.

Agency	Answer
	Population trends based on 2021 census data showing population movement.
	Autonomous vehicles.
	Do any industry leaders expect that autonomous vehicles will play any role in the next 20 years?

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TECHNICAL MEMORANDUM

Date: August 25, 2021

Kittelson Project No: 25697

To: Eric Taylor

From: Holly Spoth-Torres

Subject: Joint Statewide Transportation Advisory Committee and Freight Advisory Committee Meeting Summary

JOINT STAC & FAC MEETING #3 SUMMARY

SUMMARY:

The Alaska Department of Transportation and Public Facilities (DOT&PF) held a Joint Statewide Transportation Advisory Committee (STAC) and Freight Advisory Committee (FAC) meeting on Wednesday, August 25, 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 project team gave a presentation on the draft Financial Technical Memorandum #3 and the nine Driving Factors that may influence transportation during the planning time frame. Each Driving Factor and associated comments are formatted into a separate table below. There is a table for general comments as well. Attendees participated in two interactive polls during the meeting, and those questions and results are included in this report.

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

ADVERTISEMENTS:

The STAC and FAC members were invited to the meeting with an Outlook calendar invite. A public notice (attached) was posted on August 11, 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).

FINANCIAL ANALYSIS OVERVIEW

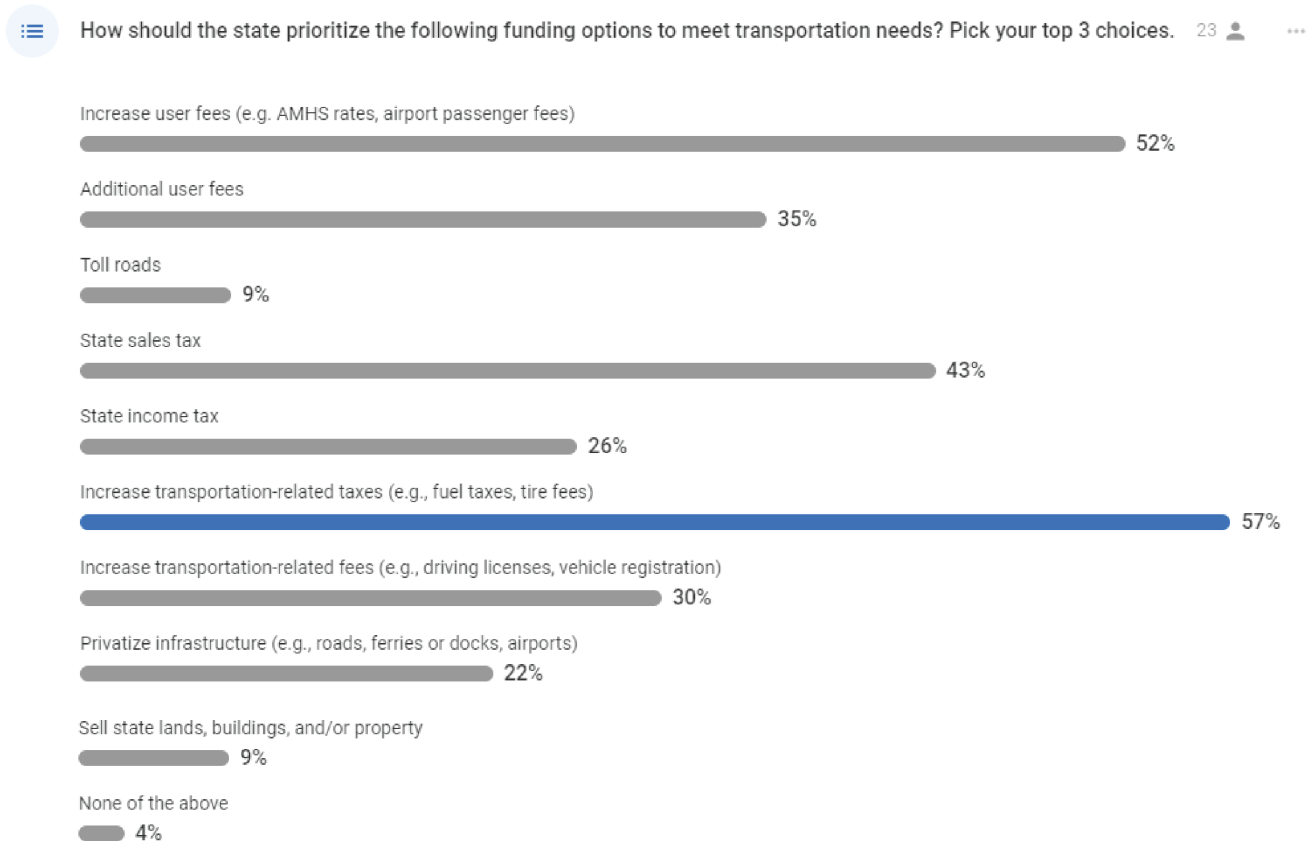
Agency	Comment	Answer (if applicable)
STAC & FAC Members		
Alaska Municipal League	This doesn't account for local match, right?	Correct. We'll clarify this in the final report.
Port of Alaska	In the numbers for AMHS, is that only counting ferries? Or cargo deliveries as well? No funding is going to ports.	Correct. We'll clarify this in the final report.
Alaska Trucking Association	What is the difference between statewide aviation & AIAS?	AIAS is Anchorage international. Statewide aviation refers to all other airports that DOT manages such as the rural airports.
Roads and Highways Advisory Board	Is funding from motor vehicle registration shown? That is a funding source.	Correct. Motor vehicle registration, including commercial vehicles, is a significant contributor and is considered as part of general fund though for this graphic. We'll make that clearer in the final report.
UPS	93 million comes from the international airport revenue fund?	Correct, but the unrestricted general fund can be confusing depending on how you separate it. We will be very clear in the final report to be transparent about where these numbers are coming from.
UPS	For rural airports, what do the expense/funding numbers encompass?	For a lot of these airports, there are fees that could be charged but are not necessarily being charged.

Agency	Comment	Answer (if applicable)
		At the local level there is some limitations to what's being provided with these things.
UPS	Why aren't more rural airport projects funded through FAA money?	A lot of rural airports projects may or may not qualify as an FAA funded project and even if a project did because there is so much need that some of these projects aren't prioritized to the level of being funded.
Maritime Advisory Board	AMHS can track commercial freight that buys tickets but there is considerable "freight" that is conveyed non-commercially.	
UPS	The charts suggest that the AIAS receives money from the state rather paying its own way and even being a net contributor to state funds. Can you clarify that there's no general funds going into the AIAS?	The International Airport budget is generated and approved by the legislature but is driven by airport revenues. No unrestricted funds go to the state because the AIAS is entirely self-funded.
Maritime Advisory Board	Not sure that the \$1.3 Billion number is accurate. If every large ferry was replaced at the highest price adjusted for inflation - yes that could be the number. The state is not planning to (or need to) replace the entire mainliner fleet.	
North Slope Borough	Can you provide more general information about how all airports are funded?	Yes, we can create a summary of airport funds.
Carlile	For operating revenues, is there any delineation between cargo revenue or does it fall under unrestricted revenue?	We will look into this and get back to you with an answer.

Agency	Comment	Answer (if applicable)
UPS	For new funding sources, are these additional funds or instead of federal funds?	This would be in addition, and/or for things like federal matches. We are monitoring the Transportation Bill and how that may impact things.
Maritime Advisory Board	Struggles with the terminology of “Operating Gaps” as this number gets used in the wrong context for the wrong reasons, and it’s probably not the best word choice.	We will double check this and make any clarifications.
Alaska Trucking Association	Is the “Public Facilities” part of DOT&PF included in this plan when we look at funding and projects?	We are only including transportation, not public facilities, in the analysis. We are using the full DOT&PF because it's the formal name.
DOT&PF		
	AIP has strict eligibility rules for what is allowed to construct under the funding.	
	Since the AIAS is funded independently through the IARF, this \$1B Need for Aviation is only representative of the rural airports, correct?	Yes, we will be clearer in the final report on the distinction between rural and international airports.
	We need more clarification around DOT vs. PF funding and needs. There are public facilities such as snow removal equipment buildings (SREB), Airport Rescue Fire Fighting (ARFF) buildings, terminals for ferries and airports that are eligible for--and were built with--federal funds, e.g. Airport Improvement Program (AIP) funds; the system cannot operate without them.	

POLL #1 RESULTS

After the Financial Analysis overview and discussion, STAC and FAC members were asked, “How should the state prioritize the following funding options to meet transportation needs? Pick your top 3 choices.” Twenty-three people answered this question, and the results are shown below:



DRIVING FACTOR #1 – CONNECTIVITY

- Continued need for a more resilient, cost effective, efficient, and interconnected system for people and freight
 - System is both inter-connected and single source for communities
 - Transportation related issues vary across geographic, environmental, cultural, and economic conditions

Agency	Comment
STAC & FAC Members	
North Slope Borough	<p>In order to make the connectivity better in the northern regions, there should be some incentives to look at the north slope as an economic opportunity zone.</p> <p>Much of the transportation planning in the last for years in the arctic has been an oil and gas planning exercise. Many communities in the arctic are so disconnected so it's important for planning exercises not just be an oil and gas planning exercise anymore.</p>

DRIVING FACTOR #2 – BROADBAND/INTERNET CONNECTIVITY

- Need to increase connectivity via fiber optics, 5G cell service and satellite internet options
 - Better internet services provide more opportunities for remote work, e-commerce, telemedicine, and educational access
 - More areas are getting connected via more affordable satellite internet options (Starlink)

There were no comments about Driving Factor #2.

DRIVING FACTOR #3 – ADOPTION OF NEW TECHNOLOGIES

- Multiple new technologies will change the way we need to think about transportation
 - Demand for alternative fuel stations and electric vehicle charging stations
 - Unmanned aerial systems will transform how we move freight
 - Big data analytics allows us to see trends far ahead of what previously could
 - Various levels of connected and autonomous vehicles are being deployed nationwide

Agency	Comment
STAC & FAC Members	
Maritime Advisory Board	Electric ferries!
MARAD	<p>Struggling with the adoption of new technologies, for example the duration of batteries and the tremendous amount of energy that goes into the creation and maintenance, etc. Some of this new tech, even if it's available what are you really going to do with it? The connectivity piece is really what's going to drive a lot of this conversation, and this is more of a back seat.</p> <p>3D printing should be included in this section of the driving factors. This could have a bigger impact on Alaska overall.</p>
Roads and Highways Advisory Board	To a large extent much of this technology is going to be market driven, if it costs too much consumers won't use it. Today, for example, it's cheaper to fill a car with a tank of gas in Alaska than it is to charge an electric vehicle. We're a ways away from a fully technological Alaska so we probably shouldn't spend money on these types of projects.
DOT&PF	
	UAVs could also be considered for more than freight, they are (will) change how we inspect our assets (bridges, airports, etc.)

DRIVING FACTOR #4 – WORKFORCE

- Increasingly challenging to find qualified work forces
 - Maintenance and operations personnel are aging out and it's more difficult to replace them
- Types of work and workers are changing
 - Need to plan for people and an organizational structure to attract and retain workers

Agency	Comment
DOT&PF	Under Workforce, address access (or lack of access) to workforce development opportunities, including technical as well as collegiate.

DRIVING FACTOR #5 – ECONOMICS AND NATURAL RESOURCES DEVELOPMENT

- Decreasing oil production
 - Alaska is producing 75% less oil than in the late 1980s
- Projected increase in employment in natural resources, construction, and tourism industries
 - Natural resources and mining extraction are expected to grow 15% over the next decade
 - Construction and tourism are also expected to grow leading to further demands on the transportation system

Agency	Comment
STAC & FAC Members	
Alaska Municipal League	Oil production should be included in the funding driving factor, not the economics/natural resources driving factor.

Agency	Comment
UPS	When we speak about subsistence, that should go with population driving factor.

DRIVING FACTOR #6 – CLIMATE CHANGE

- Threat to transportation infrastructure and reliability
 - Impacts the safety, mobility and reliability of all transportation systems
 - Increases costs to construct, operate and maintain transportation systems

Agency	Comment
STAC & FAC Members	
Port of Alaska	We need to start reminding people to consider climate change for designs and designing for resiliency.

DRIVING FACTOR #7 – POPULATION

- Stagnating population growth
 - Population has been in a slow decline since 2016
 - Forecasts show that under high and medium population scenarios, the state will continue to grow, but will decrease under the low population scenario
- Indigenous and native population and disproportionately disconnected
 - Natives still depend on the land for subsistence lifestyle
 - Many of these communities have only a sole source of transportation into and out of their communities

Agency	Comment
STAC & FAC Members	
Association of Village Council Presidents	The Yukon Kuskokwim region is growing, according to recent Census data.

DRIVING FACTOR #8 – MIGRATION

- Seasonal employment will continue to play a role in Alaska
 - Labor force is highly seasonal with wide swings in employment in the commercial fishing, construction, and tourism industries
 - Many of these jobs are also in remote areas that are underserved by transportation infrastructure
- Rural to urban population movement
 - More Alaskans are expected to move from rural areas to urban areas due to the higher costs of living
 - Population is expected to move from Anchorage to the Mat-Su Borough
 - Climate change could force home relocations in some areas

Agency	Answer
STAC & FAC Members	
Roads and Highways Advisory Board	There's an economic factor within the population and migration driving factors. Outmigration depends on what's going on in the economy for example the oil patch lost a lot of jobs and so many of those people left. Migration from rural to urban is the same concept, i.e. no more opportunities in urban areas so people from rural communities move to them.

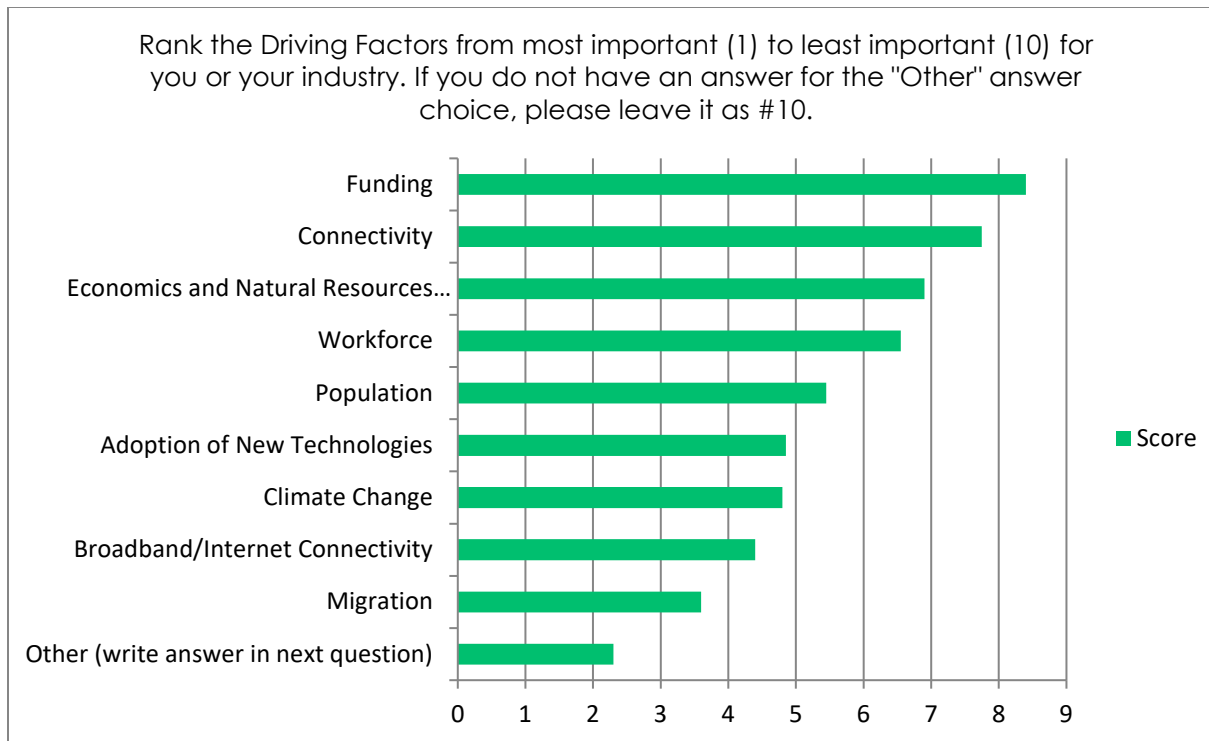
DRIVING FACTOR #9 – FUNDING

- Federal funding is expected to remain stable
 - \$500-\$600 million per year
 - Federal funding is the dominant source of revenue for DOT&PF
 - Any changes in the funding formula will have outsized effects
- New Transportation Bill
 - Important to invest additional funding strategically so that goals are achieved
- Stable or declining state DOT&PF funding
 - State funding is relatively low overall and needs far exceed available funding

Agency	Answer
STAC & FAC Members	
Roads and Highways Advisory Board	One thing federal funding won't pay for is maintenance. As we look at new transportation bills federally, we should lobby that a portion of these new funds go towards maintenance.

POLL #2 RESULTS

Before the meeting, members of the STAC and FAC were asked to complete a short survey to “Rank the Driving Factors from most important (1) to least important (10) for you or your industry. If you do not have an answer for the ‘Other’ answer choice, please leave it as #10.” Members were given the ability to write in an answer choice for “Other”. Twenty people completed the pre-meeting survey and the results are shown below, including the five “Other” written responses:



Written Responses

Prioritize major large projects that fundamentally improve the infrastructure. Knik Arm Bridge, Wasilla By-pass, Rail to Canada are examples.

Minimum levels of service and basic infrastructure.

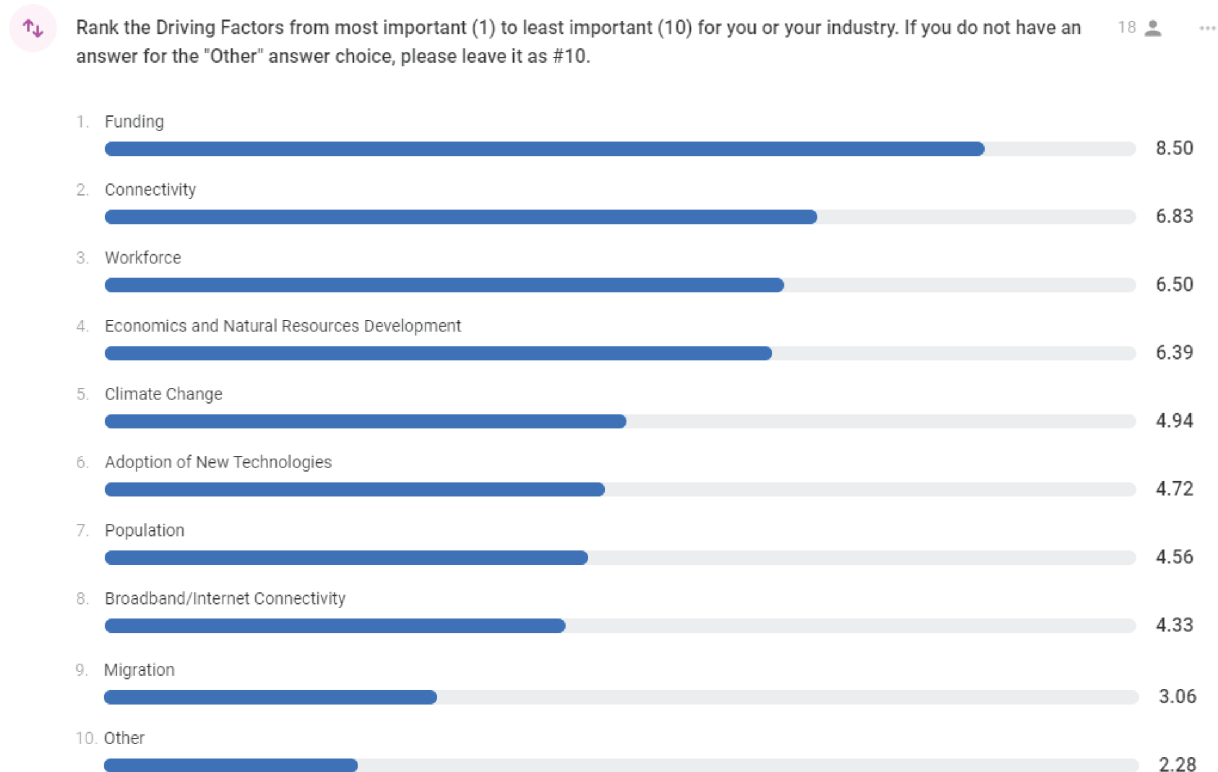
My number 1 is likely to be transactional costs - the transportation system's contributions to the cost of doing business, operating, or traveling within Alaska.

Consumer Behavior/Demand - rapidly changing trends in E-commerce that affect flow of goods via rail, water, airport, truck, etc.

Written Responses

Providing equity for disconnected regions.

After the Driving Factors were presented and discussed during the meeting, STAC and FAC members were asked to rank the Driving Factors once again from most important to least important to understand if the members' priorities had changed after learning more during the meeting. Eighteen people answered this question during the meeting, and the results are shown below:



GENERAL COMMENTS

Agency	Answer
STAC & FAC Members	
Alaska Energy Authority	Some of these driving factors will likely lead to reductions in the DOT budget. For example, if internet connectivity continues to expand and broadband becomes more widely available, any acceleration in the movement of traditional on-site labor to teleworking arrangements within the state will cause reductions in fuel tax revenue and potentially vehicle registration tax as more people may be less inclined to own private transportation, depending on their needs and geographical location. Additionally, EV adoption, assuming no alternative tax policies are adopted, will also lead to reductions in fuel tax revenue.
Alaska Trucking Association	We can't imagine what the technology is going to be in the next 25 years so it's hard to weigh some of these driving factors. There are a lot of driving factors here that we have no control of so they probably shouldn't be considered as part of this plan.
Alaska Municipal League	Not enough time to discuss these things in a single meeting, would like to have more time to weigh on these items.
UPS	The stakes are too high with this plan to not take the time to discuss these things more thoroughly.
Multiple agencies	Would like more opportunities to give feedback and discuss things more in-depth

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Dan Wells		Guest
Jeff Raun		Guest

MEMORANDUM

Date: September 28, 2021

Kittelson Project No: 25697

To: Eric Taylor

From: Holly Spoth-Torres, Huddle AK

Subject: Freight Advisory Committee Meeting Summary

FAC Meeting #4 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). 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).

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)
FAC Members		
Maritime Advisory Board	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.	
Alaska Trucking Association	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.
Roads and Highways Advisory Board	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)	
Alaska Trucking Association	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)
MARAD	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.	
UPS	The only CUFC listing is the Fairbanks area and none in the rest of the state, correct?	Yes, that's correct.
Alaska Trucking Association	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.
UPS	So the reason boils down to nothing was ever submitted?	
Roads and Highways Advisory Board	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)
FAC Members		
Maritime Advisory Board	The Port of Haines should be added as part of the statewide network. It's a direct connection to Fairbanks and the Interior.	
UPS	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.
Aviation Advisory Board	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)	
JBER	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)	
Aviation Advisory Board	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)	
Alaska Trucking Association	Fairbanks FAST roads are spot on. (page 21)	
UPS	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.	
Roads and Highways Advisory Board	Potential candidates for Anchorage include: Commercial Dr/3 rd Ave. Designating W. Northern Lights as a freight corridor would be difficult.	
UPS	In Wasilla, Knik-Goose Bay Rd. There are a lot of deliveries in that area and traffic is atrocious.	
Weaver Brothers	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)
FAC Members		
Roads and Highways Advisory Board	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>Alaska Trucking Association</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>Roads and Highways Advisory Board</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>Alaska Trucking Association</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>FAC Members</p>		

Agency	Comment/Question	Answer (if applicable)
Roads and Highways Advisory Board	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.

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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 #5 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)
	should just designate the sections of the Elliott highway that we know needs improvements.	
Alaska Trucking Association	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?	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.
Maritime Advisory Board	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.	We have not done a sub-corridor level analysis.
MARAD	So, when you talk about the "FHWA" network it is only the Federal Aid network.	
Alaska Trucking Association	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.	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.
Maritime Advisory Board	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.	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.

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.	

Agency	Comment/Question	Answer (if applicable)
	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

Agency	Comment/Question	Answer (if applicable)
	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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Jeff Raun		Guest

MEMORANDUM

Date: October 27, 2021

Kittelson Project No: 25697

To: Eric Taylor

From: Holly Spoth-Torres, Huddle AK

Subject: Freight Advisory Committee Meeting Summary

FAC Meeting #6 Summary

SUMMARY:

The Alaska Department of Transportation and Public Facilities (DOT&PF) held a Freight Advisory Committee (FAC) meeting on Wednesday, October 20, 2021, from 3:00 p.m. to 4:00 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 which highway miles DOT&PF should ask the Federal Highways Administration (FHWA) to designate as part of the Primary Freight Highway System (PFHS). The FAC members were provided with hard copies of maps (attached) and an online map to view the current and proposed freight corridors

(<https://baker.maps.arcgis.com/apps/instant/portfolio/index.html?appid=a7374a4f9e8842fcaa6d94c57a1c2920>) to see the entirety of the freight network. The first meeting covering this topic was held on September 22, 2021; Part 2 was held on October 13, 2021; and this meeting was Part 3. The discussion is documented in the table below and the FAC members will receive a survey within two weeks of this meeting asking them to prioritize the four sections of highway (the Elliott Hwy, the Richardson Hwy to Valdez, the Seward Hwy to the Port of Seward and to the Port of Whittier) being considered for the PFHS designation.

ADVERTISEMENTS:

The FAC members were invited to the meeting with an Outlook calendar invite. A public notice (attached) was posted on October 13, 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 opened the discussion with a clarification that the segment DOT&PF thought it had previously designated as a CRFC was not consistent with what FHWA ultimately designated back in 2018. The project team also announced that the FHWA submission deadline for the PFHS was extended to December 15, 2021.

The discussion focused primarily on two issues:

1. Which methodology should DOT&PF ask FHWA to use to determine how much mileage DOT&PF is able to designate for the PFHS?
 - a. FHWA Option 1 – Equal Allocation (or 18 mi., each)
 - b. FHWA Option 2 – Equal Allocation to the 18 “High Mileage States” (or 55 miles for Alaska)
 - c. DOT&PF creates a third option for submittal to FHWA that can be used for all jurisdictions to determine mileage allotment
2. Which roadway segment(s) should DOT&PF ask FHWA to designate in Alaska for the PFHS?

Agency	Comment/Question	Answer (if applicable)
FAC Members		
Roads and Highways Advisory Board	Does that mean that the segment between Fairbanks and the Dalton Hwy could be added to the PFHS without penalty to the Critical Rural Freight Corridor (CRFC)?	Correct. And if we designate additional PFHS, it increases our CRFC and Critical Urban Freight Corridor (CUFC) mileage.
Maritime Advisory Board	Did we receive guidance on whether partial designations are allowed?	DOT&PF doesn't want an isolated segment without connection to other freight corridors/systems.
Maritime Advisory Board	Is there strategic value in moving the designation around the state to address needs every so often? It would allow funding to flow.	Yes, it should be revisited every five years and could be re-designated somewhere else. However, DOT&PF would have to justify to FHWA why it would like to like to undesignate a segment.

Agency	Comment/Question	Answer (if applicable)
FAST Planning	Fairbanks MPO designated CUFC during the last update of its freight plan in 2016, and mostly focused on the connecting miles between Fairbanks and Anchorage. Fairbanks used about 20% of the available mileage and left 80% for Anchorage/AMATS to designate. FAST Planning supports the Elliott Hwy designation.	
Alaska Trucking Association	The Kenai Peninsula Borough (KPB) in the 2010 Census had over 50,000 residents. Why isn't KPB considered an urban area?	The US Census Bureau looks at population and density. Due to its lack of density, it doesn't meet the Census criteria to qualify as urban.
Alaska Trucking Association	The original Elliott Hwy designation was a mistake, so can some of those miles be redesignated to the Port of Whittier, rather than to Valdez?	DOT could consider looking at the Elliott Hwy, the Richardson Hwy to Valdez, the Seward Hwy to the Port of Seward, and to the Port of Whittier. These are four key areas not already on the PHFS.
Roads and Highways Advisory Board	Will those four segments (the Elliott Hwy, the Richardson Hwy to Valdez, the Seward Hwy to Port of Seward, and to the Port of Whittier) need to be prioritized?	Yes. There are limited PFHS miles available to Alaska and only nine miles for the rural corridors. All of those segments exceed nine miles so they will have to be prioritized.
Roads and Highways Advisory Board	Is DOT&PF able to ask for a correction on the original submission?	Yes., though that will just move CRFC mileage around and we still need PFHS miles.
Alaska Trucking Association	I would request that DOT&PF address the earlier error in paperwork.	To clarify, that paperwork issue is only moving around the CRFC mileage, outside of the PHFS. It would likely be simplest to take the 53 miles using methodology 2 to designate PFHS miles.

DOT&PF

Agency	Comment/Question	Answer (if applicable)
	Are there are unused PHFS miles? When talking about making designations, who is making these designations of these routes?	All PFHS miles are designated. FHWA may potentially designate more miles. If so, how should we determine the amount of mileage and where? Recommendations are coming from the FAC, one-on-one interviews, and working with DOT&P.
	Whatever the network, we should designate all available miles. Not opposed to the Elliott Hwy, and also open to Valdez. Any route to a port is a necessary and worthy investment. Seward, Homer, and Whittier are all ports to consider, as they have access roads that are not designated.	
	For port links, do we have freight volumes for those roadways?	Yes, that information will be provided.
	Sterling Hwy should be considered, which has the highest percentage of freight traffic on the road.	

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MEMORANDUM

Date: February 16, 2022

Kittelson Project No: 25697

To: Eric Taylor

From: Holly Spoth-Torres, Huddle AK

Subject: Freight Advisory Committee Meeting Summary

FAC Meeting #7 Summary

SUMMARY:

The Alaska Department of Transportation and Public Facilities (DOT&PF) held a Freight Advisory Committee (FAC) meeting on Wednesday, February 16, 2022, from 1:30 p.m. 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 provide an update about the Primary Highway Freight System and how the new infrastructure bill may impact Alaska's Freight Plan and to discuss the screening criteria to evaluate future freight projects. Comments about these topics are below.

ADVERTISEMENTS:

The FAC members were invited to the meeting with an Outlook calendar invite. Originally, the meeting was scheduled for February 2, 2022, and a public notice (attached) was posted on January 18, 2022, 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). The meeting was rescheduled and the public notice was updated (attached) with the rescheduled meeting date on January 21, 2022.

INFRASTRUCTURE INVESTMENT AND JOBS ACT

The project team provided an overview of the new IIJA and how it may impact Alaska's Freight Plan.

Agency	Comment/Question	Answer (if applicable)
DOT&PF		
	Are PROTECT and Carbon Reduction specific to only highways?	Yes, it is likely they are under the highway program.
	Are "freight corridors" only defined in terms of roadways or are water, air and rail also part of them?	Interconnectivity is part of it and expands eligibility.

PRIORITY FREIGHT PROJECTS AND FREIGHT INVESTMENT PLAN

Agency	Comment/Question	Answer (if applicable)
FAC Members		
ARRC	In the concept of the "family of plans", the state Rail plan is getting dated (4-5 years old). ARRC continues to refine and develop short- and long-term plans for our freight network that may or may not be reflected in the State Rail Plan. Attempts to coordinate this with DOT&PF have been fruitless.	Thanks for the information. It will be documented in the "Family of Plans" and we will work with DOT&PF regarding potential implementation actions regarding the plan update.
Maritime Advisory Board	Family of Plans: the Southeast Transportation Plan is dated too (2004) but they know it and are inching forward to get it updated - thanks for including ferry in intermodal.	
FAST Planning	For the Fairbanks area we also have a Freight Mobility Plan and Road/Rail Plan that have short, medium, and	

Agency	Comment/Question	Answer (if applicable)
	long-range project lists. It would be great if they could be incorporated by reference or some other means into the State Freight Plan.	
DOT&PF		
	Can you clarify the framework: do we have the LRTP and then the Freight Investment Plan (FIP) is a subset of the LRTP? And the Statewide Transportation Investment Plan (STIP) is also a subset of the LRTP? How do all three plans go together?	The STIP is not a plan, it's a program for projects that are funded and moving forward. It's a spending plan. The STIP is one of the ways to implement the LRTP and FP.
	The STIP is the capital improvement plan (spending plan) of the highway side.	
	Must the projects be specific to installing physical infrastructure, or are planning projects eligible?	Development phases include planning and other pre-construction activities are listed as eligible.

PRIORITY FREIGHT PROJECT SCREENING CRITERIA

The screening criteria for priority freight projects is part of performance-based planning and provides an initial framework of recommendations for prioritizing freight-related infrastructure projects.

The draft screening criteria are:

- **Safety:** Project effectively addresses freight safety issues within project area, or would improve a safety corridor of concern
- **Network:** Consider project's designation on Federal and State priority freight networks (e.g., PHFS, CUFC/CRFC, AMHS, State Priority Freight Corridors, etc.)
- **Financial:** Percentage of funds from non-State sources –is the project economically feasible in the near term and the long term?
- **Intermodal Connectivity:** Improves connections to other freight transportation services (e.g., rail freight, airports, ferry system)

- **Local Plan Alignment:** Consistency with comprehensive land use plans and MPO, regional, or tribal plans
- **Freight Delay and/or Reliability:** Delay (hours) improvement within sub-area network; Project would improve Freight Travel Time Reliability, or address an existing freight bottleneck

Agency	Comment/Question	Answer (if applicable)
FAC Members		
Port of Alaska	Is it safe to say that the private sector may be one of many non-state sources?	Yes, that could be one of many non-state funding sources for a project.
Port of Alaska	That is spot on. A non-state source could be the Port, if there are dollars to contribute to a project or another private investor has funding. I would suggest changing name from "Financial" to something more representative. We don't want the least expensive projects only to be considered.	We will wordsmith this criteria to incorporate that intent.
AMATS	Does the project have to be in the Metropolitan Transportation Plan (MTP) for those within the Metropolitan Planning Organization (MPO) areas?	That's what we're looking at for the screening criteria and would like the group to discuss.
AMATS	There are lots of local plans, including a freight plan. Does the project have to be in the AMATS MTP in order to be included or can it be drawn from any plan that exists?	Part of the criteria for that could go under Network, if it's identified within an MPO as a priority freight network.
AMATS	That makes sense if MPOs have an identified freight network completed. Mat-Su is in the process of standing up an MPO and we should not discount their needs as part of this, so we may need some flexibility.	We understand that intent.

Agency	Comment/Question	Answer (if applicable)
Port of Alaska	The screening criteria feel comprehensive. Too many and you dilute the process.	
AMATS	For the TIP or MTP criteria, we award alternative scores to areas that don't have a local plan or land use plan. It provides some ability to provide some score. That might be an option for unorganized boroughs that have still identified something as a need or resolution saying these are top priorities and why.	
Alaska Trucking Association	There are projects that would be utilized by freight as well as other motorists. Can you spread some of the freight funding over those projects to put the project over the finish line?	Freight dollars can be used for many projects. The freight projects will pull from other federal projects too. This just tells us where the freight dollars can go; it does not preclude it from using other funding sources.
MARAD	A lot of states that have multi-modal programs set up through state dollars because federal dollars are restrictive. The majority of state planning dollars are formula funds and multi-modal uses some formula funds but discretionary programs are more important. Is that how you're viewing this planning?	Correct. We are setting up a process to go after discretionary dollars.
DOT&PF		
	I suggest adding as criteria: "Supports 1 or more of the LRTP/FP goals", e.g., Resiliency, Mobility for All Alaskans, Workforce, etc.	
	I think they need to support the LRTP as a criteria. If they only support one of the goals versus six. It could also be	This could be a subset of the Network criteria.

Agency	Comment/Question	Answer (if applicable)
	a criteria of local plan alignment if a particular region is part of an economic development region that's been officially recognized by the federal department.	
	There may be a lot of routes/project in the unorganized borough with no local planning, those shouldn't be dinged for that.	This is a consideration.
	The question is often, which came first: The FIP or the STIP? You could add in there with "Project Readiness" is that it's already in the STIP and you're dealing with substituting for another project that is not ready.	
	Given the turnaround time to deliver a project before funding lapse, project readiness is probably necessary.	
	I agree. Readiness is shown in the STIP.	
	Agree on readiness!	
	These screening criteria are not going to be used to select projects for the STIP?	These will be used to select projects for the FIP. They will provide some way to prioritize and document the process of project selection. The STIP would pull from this.
	if the plan is to take the project from FP to STIP, at that point it does need to go into the MPO long-range plan.	
	Is there an organization within DOT&PF that is looking at multi-modal or coalescing multi-modal projects? There's freight that crosses multiple modes, and freight dollars	Some states have tried to address that by organizing multi-modal deputies who provide oversight over freight planning for all modes. We can talk with DOT&PF more about that, in terms of policy items and implementation.

Agency	Comment/Question	Answer (if applicable)
	are available for multiple modes. I'm unaware where we're capturing those kinds of projects.	
	Regions are multimodal.	
	Right - we do multi-modal planning, but when you get to the project level it is primarily mode specific by funding.	
	Good point. It's funding-based.	

GENERAL

Agency	Comment/Question	Answer (if applicable)
DOT&PF		
	Where can we access the final tech memos?	They are available on the project website.

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Name, Agency	Email	Role:
RJ	Not Available	Guest
Ty Jones	Not Available	Guest

Part 3.3 – Scenario Planning Technical Advisory Committee (TAC)

Scenario Planning Technical Advisory Committee (TAC) Members

Name	DOT&PF Sub-Agency
Anna Bosin	Design & Engineering Services
Eric Taylor	Statewide Program Development
David Oliver	Design & Engineering Services
James Marks	Division Director
Jason Sakalaskas	H&A Administration
Judy Chapman	Planning Chief
Julius Adolfsson	Statewide Program Development
Marie Heidemann	SWP Regional Planning
Matt McLaren	Operations
Matthew Walker	Design & Engineering Services
Michelle Vuille	Administrative Services
Richard Pratt	Bridge Design
Roger Maggard	Statewide Aviation

MEMORANDUM

Date: October 27, 2021

Kittelson Project No: 25697

To: Eric Taylor

From: Holly Spoth-Torres, Huddle AK

Subject: Technical Advisory Committee Meeting Summary

TAC Meeting #1 Summary

SUMMARY:

The Alaska Department of Transportation and Public Facilities (DOT&PF) held a Technical Advisory Committee (TAC) meeting on Wednesday, October 27, 2021, from 1:00 p.m. to 2:30 p.m. using the virtual platform Microsoft Teams. A toll-free call-in number was available for those who couldn't join virtually.

The purpose of the meeting was to discuss the role of the TAC, recap the LRTP/FP process to date, introduce exploratory scenario planning, and discuss the driving factors. After the driving factors were introduced, the TAC members commented and asked questions of the project team about which of the driving factors are the most important for Alaska's transportation future and which are the most uncertain. Comments from the discussion are in the table below.

ADVERTISEMENTS:

The TAC members were invited to the meeting with an Outlook calendar invite.

DRIVING FACTORS

The project team presented the seven driving factors; external circumstances that will impact transportation in Alaska over the next 25 years. The driving factors are:

1. Economic and Natural Resource Development
2. Funding

3. Workforce
4. Population/Migration
5. Climate Change/Disaster Relief
6. Connectivity
7. Adoption of New Technologies

Name	Comment/Question	Answer (if applicable)
TAC Member		
Anna Bosin	Where does equity fall?	Equity will probably be found in the "what if" questions. For example, what if we keep funding rural aviation? What if people move out of villages, and airports are closed? That's where equity comes in and how we are equitably serving all modes and people in Alaska. We need to understand all the needs and tradeoffs.
Anna Bosin	Equity falls under all categories. FHWA funding requires performance metrics to drive decision making. If you consider the lens of funding, it could negate equity or other questions of meeting needs of customers and long-term decision making.	This group is charged with helping to identify what scenarios we going to look at and how equity factors in. There will be policy and implementation strategies in this plan that talk about the needs of the customer.
Jason Sakalaskas	The driving factors mentioned are spot on. Really good, and I want to add granularity to the discussion. Funding and policies: having some type of investment policy for adding maintenance and operational funding to capital project decisions. We hear maintenance discussed a lot that once we build it, in 10 years when it deteriorates there will be maintenance costs. There is also an operations expense that comes with it as soon as it's built.	A set of goals were developed for the plan. The Statewide Transportation Advisory Committee (STAC) wants to add a goal for operations and maintenance that reflects what you said. The goals will be updated.

Name	Comment/Question	Answer (if applicable)
Eric Taylor	Historically Alaska's been driven by natural resource development. It's still relevant but coupling natural resource development with economics is a good thing. It captures both sides of developing or using the natural resources for economic development and it's still a driver in the transportation world.	
David Oliver	We are seeing technology change, mostly in data collection and the use of drones. In the past, we used a contractor to acquire aerial imagery, now with funding and training you can collect your own data with Unmanned Aerial Systems (UAS). Autonomous vehicles (AV) are going to need better base data to navigate our road systems. We used to have dark rooms and photography, now we have Google street-view-like vans and drones collecting road conditions. This change must be factored into this process, and I don't know if it outweighs other driving factors but it's definitely evolving and expanding.	If you choose one focus area, like lifecycle costs, scenario planning can look at how technology can benefit lifecycle costs.
David Oliver	Lifecycle is the keyword. We tend to focus on single components, so we do not have complete picture as it moves from STIP, to environmental, to construction, and maintenance. As a department, we haven't done the best job of connecting all lifecycle parts.	
Richard Pratt	Workforce is critical because if you have capable, dedicated staff working through all issues you'll likely have success. If people don't/can't perform, you're in a bind. After the 2018 earthquake, we dispatched people in the field. People drove down from Fairbanks, basically	

Name	Comment/Question	Answer (if applicable)
	<p>on their own, and performed tasks necessary for emergency response. Boom or bust, staff needs to be capable of addressing needs.</p>	
Julius Adolfsson	<p>I keep coming back to funding. Less than 1% is dedicated to active transportation facilities each year. If we don't have data, we don't understand travel behavior. If we're thinking that success is to build more active transportation facilities, we need more funding to build and maintain.</p>	
Michelle Vuille	<p>The budget is always a huge uncertainty on what will be advanced, or legislature will approve. We could use this plan as a tool to paint a better picture for decision-makers, using data to tell the story. I definitely hear funding is a big issue, especially for M&O.</p>	<p>This is an opportunity to paint a picture about what the state of the system really needs.</p>
Jason Sakalaskas	<p>Workforce development extends into more of the other driving factor categories as well. When workers exit, this causes reduction in communities. From a maintenance perspective, gone are the days where staff is being delivered from other industries such as mining, trades, and crafts. We're seeing a real drought. This is especially true for operators. Investment in workforce, Alaskans, and being locally trained creates community stability. Staff is dedicated because they live there. Transporting people in to do jobs is costly. We need local training programs, to pay more upfront, and this will help stimulate the economy and support economic</p>	<p>Scenario planning gives us an opportunity to think outside of the transportation world, like the underfunding of UA programs, technical community colleges, and trade programs. If education isn't being funded, what does this do to our transportation system?</p>

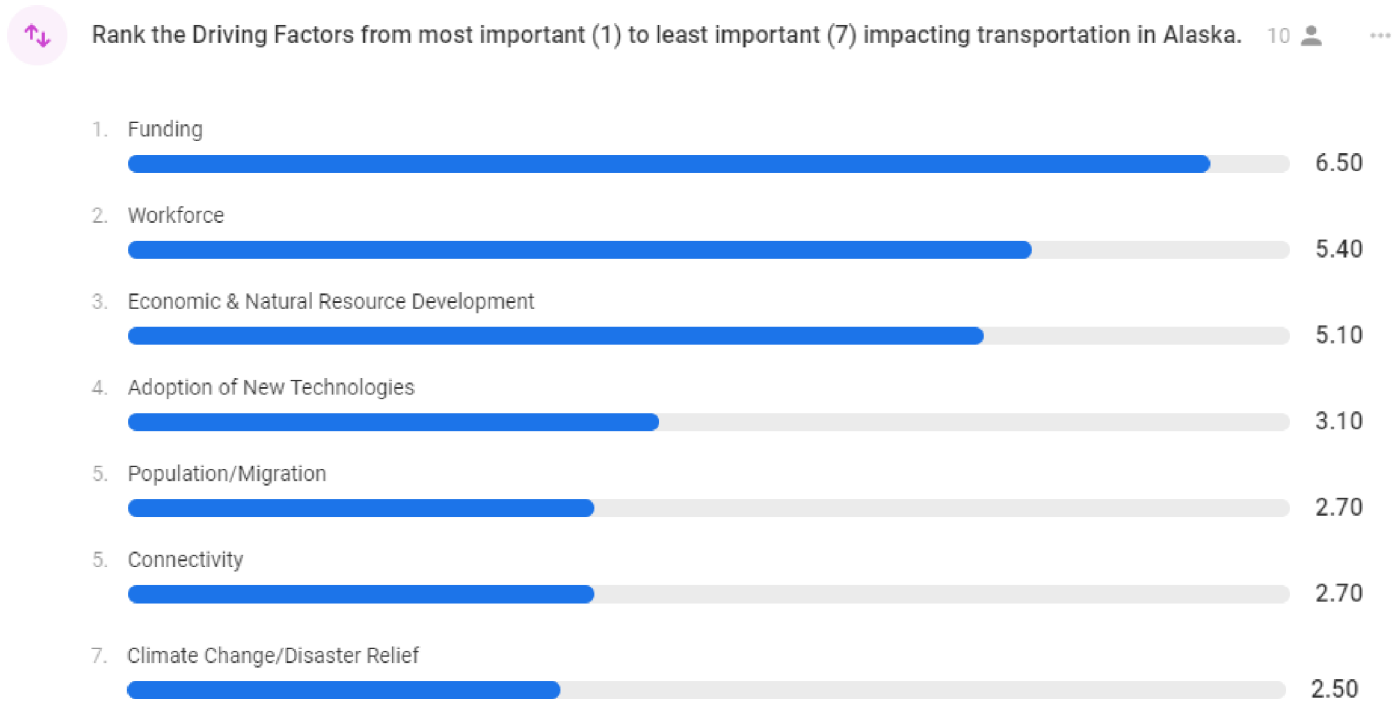
Name	Comment/Question	Answer (if applicable)
	development. People will stay in those communities, and this impacts population/migration.	
Anna Bosin	100% agree with Jason. We need to ramp up field workforce.	
Eric Taylor	As the state tried to balance the budget, jobs were eliminated and there was an out-migration from communities. The budget reductions affected the state and industry. We saw workers leaving Alaska in droves to find more jobs. Funding reductions have a chain reaction and impact many of the other driving factors.	
Anna Bosin	Workforce - Partners to include: Tribal workforce development organizations, training centers, AGC, unions, ANSEP, other state agencies. It's a long game though and needs commitment from high up.	
Richard Pratt	How much does funding control, given that money is coming from the federal government? When oil is down, it impacts state employees and the work we're doing, but in my work [capital projects] 90% of funding comes from federal sources.	Federal funding needs a state match too, and there are lots of strings attached. For the most part federal dollars can't be used for M&O, just capital improvements. There is a lot of risk relying only on Federal dollars to fund a transportation system.
Matt McLaren	The AMHS is completely reliant on state funds. We're given minimal federal money to operate. Federal funds can be used for certain capital improvements, otherwise we're reliant on general funds from revenues.	
Jason Sakalaskas	The transportation system transports goods and people, and boom or bust will govern the scale on any of these	

Name	Comment/Question	Answer (if applicable)
	items. The proposed scenarios are good, and we should keep them realistic.	
David Oliver	If we expect increased competition for funding, will we look more to data to support/justify our decisions/priorities?	Yes. This is a performance-based plan so there's an emphasis on data and monitoring progress. FHWA is looking at those too; policies and implementation strategies that can be tracked for progress.
Jason Sakalaskas	Invest in systems that support data management. You can pay a lot for data and not use it or misinterpret it. Need to balance data goals with workforce capability.	
Roger Maggard	I'd like to mention that we might be seeing a big resource shift in terms of the need for various minerals to support decarbonization – Electric Vehicles (EVs) require a lot of copper. There may be more interest from the mining industry in developing those types of resources, and there could be de-emphasis of hydrocarbons in the future. We should at least think about this. We should also discuss possible geopolitical changes. Infrastructure in Alaska, especially in aviation, was a direct result of WWII. Perhaps with a more aggressive stance by China, Russia, and North Korea, we may see more military activity. Additionally, more melting of the Arctic Ocean could result in greater militarization of the Arctic Ocean and Bering Sea. It's difficult and outside of the state's ability to have much influence, however looking 25 years in the future, we could see changes that we might want to consider.	

Name	Comment/Question	Answer (if applicable)
Julius Adolfsson	Does project/funding coordination with other transportation owners fit in anywhere?	
Anna Bosin	EVs will need different infrastructure upgrades AND the same infrastructure upgrades. It's coming faster than anticipated. EV cars will rely on private development as well as major upgrades to the electrical grid and service systems across the state. Rates could increase if everyone transitions at the same time.	

INTERACTIVE POLL

TAC members were asked to rank the driving factors impacting transportation in Alaska from most important to least important. Ten TAC members took the poll, and the results are below:



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MEMORANDUM

Date: December 2, 2021

Kittelson Project No: 25697

To: Eric Taylor

From: Holly Spoth-Torres, Huddle AK

Subject: Technical Advisory Committee Meeting 2 Summary

TAC Meeting #2 Summary

SUMMARY:

The Alaska Department of Transportation and Public Facilities (DOT&PF) held a Technical Advisory Committee (TAC) meeting on Wednesday, December 2, 2021, from 1:00 p.m. to 2:30 p.m. using the virtual platform Microsoft Teams. A toll-free call-in number was available for those who couldn't join virtually.

The purpose of the meeting was to discuss the role of the TAC, recap the LRTP/FP process to date, and begin discussing the key assumptions of scenario planning. The project gave a presentation (attached) on how scenario planning would be developed and presented. After the presentation, there was discussion about potential projects or factors that should be included in the analysis. Comments from the discussion are in the table below.

ADVERTISEMENTS:

The TAC members were invited to the meeting with an Outlook calendar invite.

SCENARIO PLANNING DISCUSSION

Comments about specific figures or pages of the presentation have the relevant page number in parentheses.

Name	Comment/Question	Answer (if applicable)
TAC Member		
Judy Chapman	I like this a lot (p. 13). Will the two maps just be driven by natural resources and tourism? Or also facility conditions/performance? It might be valuable to specifically line out how that is determined.	We have data for bridge and pavement conditions. Data is less consistent for other modes. We will look at what data we have for all modes at a statewide policy level and verify it with the TAC.
Judy Chapman	It's important to understand the condition of the system – not just what is owned and operated by DOT&PF – but other non-DOT facilities that make the whole system work. Are we just looking at DOT infrastructure or will this go beyond that?	The primary focus is DOT&PF owned and maintained facilities. However, we are looking at other data sources, such as university enrollment to measure potential workforce gaps, to incorporate into the process. We will work with the STAC, FAC, and public to identify other sources to fill in gaps. We will also create a base line conditions map in addition to the three scenarios.
Julius Adolfsson	For active transportation, we don't have statewide data for asset management. How do you plan for missing data or linkages?	Data gaps are a weakness for this analysis and process. Particularly, because we need to be able to trace why any hexagon might be highlighted in a heat map. Capturing elements that don't have a hard data element will really rely on the qualitative data we collect from the TAC.
Judy Chapman	I will share the draft Northwest Alaska Transportation Plan, which includes emerging trends and issues, with the project team.	That would be greatly appreciated.
Judy Chapman	I like how the data is portrayed. It's important to clearly lay out the assumptions and where data came from. System assessment is the first step, then scenario planning, then alternatives and options.	We will be very transparent with the assumptions and vet them with the TAC.

Name	Comment/Question	Answer (if applicable)
Eric Taylor	It's been difficult to figure out the baseline – what we do know is that there is more maintenance needs than funding. Because of data gaps I don't know how you identify where the needs are greatest other than by talking with maintenance to figure out where funding ought to be. Technology and efficiencies change though. In terms of the assumptions, they are really important and different for different parts of the state. The vetting process for validating assumptions is going to be fairly critical and there is a need for feedback beyond the TAC.	The team has interviewed maintenance personnel from each region but detailed and vetted data has been hard to obtain.
Judy Chapman	The Tetlin area/Kinross should be added to the map. Ore from Tetlin to Fort Knox. It might trigger big ticket items, like upgrading bridges.	Thank you.
Judy Chapman	The A2A?	Yes, it's included on the map.
Eric Taylor	Adak comes up every now and then. People dropping off one set of cargo in Adak for shipment to the Arctic or vice versa; dependent on northern sea routes. I don't know if we expect that to go international or if that's a Russian dominated shipping route. (suggestion to add to map)	Thank you.
Marc Luiken	Revitalization of the Navy in Adak could occur too and change the coast.	Thank you.
Judy Chapman	There's discussion of the Northwest Passage and shipping in the Northwest Alaska Transportation Plan. It	Thank you.

Name	Comment/Question	Answer (if applicable)
	might be outdated but it has current trends. (suggestion to add to map)	
Patrick Whitesell	Graphite Creek outside of Nome. It has the highest concentration of flake graphite. Bokan Mountain is considered a US strategic pursuit due to its rare earth minerals. Most rare earth minerals are coming out of China, and it might be good to produce our own. (suggestions to add to map)	Thank you.
Judy Chapman	Kotzebue, Cape Blossom Road, and the potential port. Not sure how likely this project is but stage 1 was completed. (suggestion to add to map)	Thank you.
Judy Chapman	Noatak to the DMTS road maybe should be included. It's at the PEL stage where different alternatives are being looked at and lots of funding is needed. It's being driven by people wanting cheaper freight. (suggestion to add to map)	These types of opportunities could replace regional airports. It's good to know about these, either new roads or opening up any part of Alaska.
Julius Adolfsson	Have you considered what's happening beyond the Alaska border? Things that are happening in Canada may impact Alaska.	We considered sea transportation, the Haines expansion, and the Skagway industrial road. We will look more closely without going into too much detail. Great idea.
Eric Taylor	People who couldn't attend this meeting could add to this via email. The Alaska Marine Highway System and the Prince Rupert connections; Prince Rupert being the next North American gateway.	We will send out the map to the TAC members for input.
Judy Chapman	We've been looking at climate threatened villages. There is interest in having a road between the Yukon and	Thank you.

Name	Comment/Question	Answer (if applicable)
	headwaters of the Kuskokwim. It's an old trade connection and wouldn't be very long, maybe 10 miles.	
Eric Taylor	We have to throw everything out there, and then ask what's realistic.	Yes. We'll select moderately realistic scenarios and come back to ask if the group thinks they're correct.
Eric Taylor	With any sort of economic investment, the timing, economics, and private industry investors all have to align for it to happen.	Correct. And there are assumptions about national and worldwide trends that are harder to predict.
Roger Maggard	There's an assumption that we should be cautious about the "bad" modifiers leading to funding drops. What we've seen is that sometimes "bad" modifiers lead to substantial increases in funding (i.e., covid 19). It's not too surprising when dealing with the federal government; when things get bad, the government spends in order to keep the economy moving. Without covid, there probably wouldn't be an infrastructure bill.	That's a good point. We'll make sure to be careful with our language and descriptions of the scenarios.

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MEMORANDUM

Date: February 23, 2022

Kittelson Project No: 25697

To: Eric Taylor

From: Holly Spoth-Torres, Huddle AK

Subject: Technical Advisory Committee Meeting 3 Summary

TAC Meeting #3 Summary

SUMMARY:

The Alaska Department of Transportation and Public Facilities (DOT&PF) held a Technical Advisory Committee (TAC) meeting on Wednesday, February 23, 2022, from 1:00 p.m. to 2:30 p.m. using the virtual platform Microsoft Teams. A toll-free call-in number was available for those who couldn't join virtually.

The purpose of the meeting was to begin discussing the three plausible scenarios developed through scenario planning to consider what the future of transportation in Alaska might look like. The project team gave a presentation (attached) followed by discussion about the opportunities and risks that should be considered for each plausible scenario. Comments from the discussion are in the tables below.

ADVERTISEMENTS:

The TAC members were invited to the meeting with an Outlook calendar invite.

PLACE TYPES BY ACCESS

Communities in Alaska have been categorized based on the amount of transportation access available. The five place types are:

- Urban
- Rural
- Isolated Urban/Rural
- Remote
- Isolated Remote

Name	Comment/Question	Answer (if applicable)
TAC Member		
Roger Maggard	For isolated remote places, some of the communities listed have an airport or a sea plane base.	Some of those places could get reclassified. Ultimately, we don't want to lose sight that if funding increases or decreases, each place type is getting the Level of Service they need.
James Marks	Level of Service	

THREE PLAUSIBLE SCENARIOS

During this portion of the meeting, the three plausible scenarios discussed were:

- Full Speed Ahead
- Cruising
- Powering Down

Name	Comment/Question	Answer (if applicable)
TAC Member		
Full Speed Ahead		
Julius Adolfsson	This captures the outlook pretty well.	
Marie Heidemann	New federal funding seems likely to provide new opportunities in this scenario, but skilled workforce does not seem likely. It will be varied in some aspects – parts of each scenario.	

Name	Comment/Question	Answer (if applicable)
Cruising		
Anna Bosin	Inflation is unsustainable at this time to keep up with workforce challenges.	
Powering Down		
Anna Bosin	Memorandums Of Agreements (MOA) with other agencies/governments to take over ownership/maintenance is both a risk and an opportunity. Some agencies have been looking to do this, and it's more a shift of manpower and resources rather than a loss to the state.	
Anna Bosin	Loss of institutional knowledge.	
Anna Bosin	Privatization has increased liability in terms of ownership, which private interests are not necessarily in favor of, historically. There are some unquantifiable	
Matthew Walker	Federal Highway Administration also voices concern over the privatization idea.	
General Comments		
Eric Taylor	It's always difficult to think in the long-term, but in terms of where this is going, analysis, policies, and actions, it is important.	
Eric Taylor	To build on Anna's comment about MOAs with other government entities: it's always a possibility. We're at	

Name	Comment/Question	Answer (if applicable)
	least in the initial stages of forming some partnerships, particularly in terms of handling upcoming Infrastructure Investment and Jobs Act funding.	

UPDATED GOALS

Name	Comment/Question	Answer (if applicable)
TAC Member		
Julius Adolfsson	Regarding the goals, will there be performance measures attached to the goals? How will we measure and define success?	Yes, for each goal a series of actions that are achievable and provides a way to measure progress will be created.

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Part 4 – Stakeholder Interview Summaries

Alaska International Airport System (AIAS)

Alaska Long Range Transportation Plan & Freight Plan

Alaska Moves 2050

Alaska International Airport System (AIAS)

August 6, 2021

1. Project Introduction

a. Attendees

- i. Teri Lindseth (AIAS), Jodi Gould (AIAS), Eric Taylor (DOT&PF), Wende Wilber (Kittelson & Associates, Inc.), Marc Luiken (Michael Baker International), Brian Funkhouser (Michael Baker International), Geoff Gibson (Kittelson & Associates, Inc.), Casey Bottiger (Michael Baker International), Holly Spoth-Torres (Huddle AK)

2. Interview Questions

- a. We understand ANC is the 4th busiest cargo airport in the world. Freight movement is a major part of the AIAS program.

- i. What current air cargo related projects are the airports currently working?

1. Fairbanks (FAI)

- a. Prime Air

- i. Operating in an existing warehouse.

- b. Fairbanks is different than Anchorage.

- i. Fairbanks is more important for emergency management operations.

- c. Bethel is the second largest airport in the state for cargo.

- d. There are projects in development at FAI by UAF, AK Geophysical Institute to advance UAS

- i. The focus is on research and development and working with companies who will deliver products to the bush.

2. Anchorage (TSAIA)

- a. All cargo developments are driven by the private industry.

- b. The following projects are currently in planning stages it is difficult to predict what will proceed. TSAIA has high hopes that cargo will continue to grow and TSAIA wants to support this continued cargo growth.

- i. UPS

1. Will develop about 28 acres.

2. Currently negotiating a lease.

3. Parking for 3 wide-body aircraft.

4. Parking and operations buildings.

- ii. FedEx

1. 19 acres.

2. Currently negotiating a lease.

3. 100K sf domestic operations center.



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- 4. Not growing necessarily, just looking to separate domestic and international operations.
 - 5. Warehousing and additional ramp space for aircraft and employee parking.
 - iii. Alaska Cargo & Cold Storage
 - 1. Large cold storage warehouse.
 - 2. No aircraft.
 - iv. 6A Aviation
 - 1. Lease signed.
 - 2. Cargo transfer warehouse.
 - 3. Parking for 6 widebody aircraft.
 - v. IC Alaska
 - 1. No lease signed yet – pending.
 - 2. Envisioning 12-13 widebody aircraft as well as cargo storage and transfer warehouse.
 - 3. Will include MRO and employee parking.
 - ii. What projects would have the greatest impact on the aviation freight/cargo?
 - iii. What are the key freight issues or challenges impact the AIAS ability to realize completion of these projects?
 - 1. TSAIA: 2014 Master Plan has a plan for growth.
 - a. New master plan will include a forecast for growth – 20-year blueprint for airport planning.
 - 2. Don't anticipate removal for 4th runway in the upcoming master plan.
 - 3. The TSAIS Master Plan will help plan for growth.
 - 4. The airport system doesn't impact the state budget
 - a. Airport is self-sustaining.
 - b. The LRTP should reflect the economic contribution to the state budget.
 - b. We are aware of Alaska's liberal cargo transfer rights. Would you mind explaining how these expanded rights impact cargo at AIAS airports?
 - i. Anchorage is a prolific cargo operation because of the global position. In the 1990s DOT permitted airlines and cargo airlines to – allows movement from one location to another.
 - ii. Can transfer from a foreign carrier to another – once everyone lands it is almost like everyone is domestic – it is a marketing challenge to explain. Follow up with Trudy for more info.
 - iii. How are AIAS airports attempting to leverage these rights to increase cargo throughput?
 - c. What are the most important trends/forecasts AIAS is paying attention to in the development of their freight/cargo expansion plans?
 - i. Ecommerce is a significant trend.
 - ii. Leveraging UAS technology – both to deliver projects by minimizing survey costs and delivering goods.
 - iii. Climate change and sustainability.
 - 1. Some rural airports are at risk from flooding, runway degradation.
 - 2. More thunderstorms, more rain, changing weather patterns may impact approach patterns.
 - 3. The TSAIA master plan will address sustainability. Some airlines are aiming to be carbon neutral and TSAIA is working also improve.
 - 4. Alternative fuels may be investigated as part of the process.
 - d. How do AIAS airports coordinate/integrate international, domestic, and state cargo movement?
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- i. AK Cargo and Cold Storage secured a BUILD grant with AEA to connect intermodal efforts – connecting air freight to ground.
 - ii. UAS out of Fairbanks – UAF and FAA collaboration nationally.
 - iii. Congress mandated us to set up launch sites so that UAS technology could practice being in national airspace over water.
 - iv. TSAIA doesn't spend money on expanding freight-this is led by the private sector. We do however need to have the infrastructure to support that growth (taxiways, etc). The airport may have to build additional cargo hardstands if the private sector projects don't move forward using AIP funds.
 - e. How can public and private sector collaboration for freight/cargo transportation improve?
 - i. More specifically, how might AK DOT&PF better collaborate with aviation stakeholders?
 - f. Are there other funding/financing opportunities the state or private sector should be pursuing to fund infrastructure projects that would enhance freight movement efficiency?
 - g. How do you see the use of alternate technologies, dirigibles or UAS, impacting the movement of freight by air in Alaska?
 - i. What are the most important issues facing the introduction and establishment of these alternative methods of aviation freight movement?
 1. UAS mostly in Fairbanks right now. Lots of policies and procedures to navigate.
 2. Jim S, the TSAIA airport manager, spoke about the air-sea-land transport idea at the AEDC luncheon. AEDC is looking at the possibility. Is it possible to transfer cargo from ship to cargo or cargo to ship at TSAIA. Are there goods that could fit into a medium-priced, medium-speed scenario that combines land or ocean into Anchorage and then using air to complete the final leg. Anchorage would be the transfer location. Is there demand for these services?
 3. Airports are watching the sense-aware technology that FedEx, UPS, and DHL to be able to track packages in flight.
 4. Pre-clearance of goods from Asia.
 5. Currently using an analog system for emergency management – more robust cellular, broadband. Data connectivity is a major issue in the state and this will need to be upgraded to support the advancements that customers are driving.
 6. Extremely deficient in data storage capacity to support new technology.
 - h. Do you have any questions or other comments for the LRTP/FP teams? What is one thing the LRTP could do?
 - i. AIAS: Any way this plan can highlight the importance of aviation to remote communities and the economic contributions that aviation makes to the state without the state putting in dollars would be beneficial.
 - ii. AIAS: AK has been fortunate to rely on oil and gas. In the changing economy we need to be proactive, and aviation and the airports are bright spots. Could the plan highlight trends – to highlight investments in infrastructure to improve connectivity.
 - iii. Workforce development needs to keep pace with the advancements of freight and technology.
 - iv. The LRTP needs to address Climate Change trends.
 - i. How can the LRTP/FP support your operations?
 - i. If the state of AK could identify other hubs in addition to Bethel that might be important for UAS or other freight movement throughout the State. A map that might show this and analyze cargo weights and types. What is going where?
 - ii. Both airports just conducted a ground transportation study – reports are on websites.
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AMATS

Alaska Long Range Transportation Plan & Freight Plan

Alaska Moves 2050

AMATS

August 3, 2021

1. Project Introduction

a. Attendees

- i. Aaron Jongenelen (AMATS), Eric Taylor (DOT&PF), Wende Wilber (Kittelson & Associates, Inc.), Marc Luiken (Michael Baker International), Brian Funkhouser (Michael Baker International), Geoff Gibson (Kittelson & Associates, Inc.), Casey Bottiger (Michael Baker International), Holly Spoth-Torres (Huddle AK)

2. Interview Questions

a. What are the biggest challenges you are facing as an MPO today and looking forward?

- i. AMATS includes Anchorage, Eagle River, and Chugiak
- ii. Significant challenges dealing with new technology, for example electric and autonomous vehicles
 1. Hear from stakeholders that not enough is being done to accommodate new infrastructure
 2. Wants direction from the state on how to incorporate EV and AV infrastructure into policies and performance measures that are appropriate
- iii. Climate Change
 1. The MPO has an emergency plan and the municipality of Anchorage has a Climate Action Plan, however the state does not
 2. The State has ended the group working on climate issues
 3. This scenario makes it very difficult for AMATS to be one of the only organizations actively pursuing policies to address climate change
 4. AMATS stakeholders are pressing the MPO to have measurable targets and it would be helpful to have state direction so that policies and performance measures are aligned and achievable
 5. Greenhouse emissions, erosion, flooding – these are effects of a changing climate that AMATS cannot address alone
 6. The AK LRTP/FP should address resiliency and greenhouse gas emissions.

b. What are some recommendations to improve collaboration with DOT&PF?

- i. AMATS has a good working relationship coordinating with DOT&PF
- ii. The LRTP/FP will help with development of the MTP
 1. It gives an idea about where the state is headed in the near future so AMATS can align
 2. After a recent review of MTPs and LRTPs, the plans do coordinate
 3. For this current LRTP, we should also focus on coordinating the implementation of the plans.

c. Have priority freight corridors changed? What should we know about the AMATS Freight Mobility Study?

- i. AMATS completed a freight mobility study in 2016
 1. The plan is still relevant
 2. Refer to this plan for designated freight routes
 3. It would be helpful if the AK LRTP/FP and the MPO freight mobility study could produce maps that are similar
- ii. If the LRTP/FP develops criteria for developing freight corridors, “future-proof” the criteria
- iii. Near-term, mid-term, and long-term projects (multi-modal, mostly truck and rail) are listed in the Freight Mobility Study and will incorporate those projects into the MTP
- iv. The LRTP could help AMATS by continuing to develop policies that emphasize the Glenn Highway and its strategic importance for freight and statewide resiliency
 1. The plan might need to help emphasize MORE how important the Glenn Highway is
- v. There should be more public education about the importance of freight and freight mobility
 1. Freight impacts how much it costs to buy groceries or buy fuel
- vi. Hazardous materials
 1. In freight mobility study, AMATS designated freight routes
 2. Come up with a map of designated freight routes (include oversize/hazardous routes)
 3. Mitigate impacts on different routes



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- d. Can you identify bottleneck locations?
 - i. Bridge strikes on the Glenn Highway
 - ii. Infrastructure damage from the earthquake
 - e. We are going to do some high-level scenario planning. Based on your experience with MTPs, what scenarios have you run and what works well?
 - i. Vehicle Miles Traveled (VMT), Status of the System, and a deficiency analysis
 - ii. There were three scenarios
 - 1. Focusing on system as it is today – SOV focus
 - 2. More robust focus on transit and active transportation
 - 3. Shift 5% of SOV to other modes
 - i. Last time AMATS didn't include a fiscal constraint in scenario planning
 - a. This time we will include a fiscal constraint. We will also be adding a strategic planning modeling.
 - f. Funding outlook for matching funds?
 - i. AMATS has a difficult time coming up with match
 - 1. For planning level projects, MOA doesn't have cash to match
 - 2. Bonds can only cover the match for construction projects
 - 3. AMATS needs to be strategic on projects to ensure the match is met
 - ii. City has 10 cent fuel tax
 - 1. Not specified for transportation
 - 2. Could a change in policy at the state level be helpful for Anchorage to be able to dedicate a fund for transportation?
 - iii. What about transportation fund for the state?
 - 1. Dedicated funding source for transportation that could be used for match and smaller projects
 - g. What alternate technology investments should the state be making to have the greatest impact?
 - i. EV infrastructure
 - ii. There needs to be a plan for AV and AV infrastructure
 - 1. What does the network look like?
 - 2. What is the plan/process to implement?
 - iii. Improved broadband to support the above technology
 - iv. Improved data collection
 - 1. Data starved
 - 2. The LRTP could help communicate data needs
 - h. If this plan accomplishes only one thing, what would that be for you?
 - i. The LRTP should focus on policies that get more people to care about and understand our transportation system
 - 1. Public education and communication take money and effort
 - 2. The messaging should also focus on equity
 - ii. Dealing with maintenance = pavement, snow clearing
 - 1. AMATS stakeholders are very upset about lack of snow maintenance and gravel maintenance and cleanup
 - 2. There should be a frank and honest discussion about maintenance and lack of funding
 - iii. The LRTP could set priority levels for maintenance – these areas first
 - 1. Not just for roadways, but for non-motorized clearing too
 - 2. There would be different priorities based on freight, cars, transit, walking
 - iv. The LRTP could communicate more strongly that roadway improvements benefit all users
 - i. How can the LRTP/FP support AMATS goals?
 - i. There isn't a comprehensive list about what is really missing statewide
 - 1. Maybe there is a statewide data dashboard?
-

- ii. The LRTP/FP could provide guidance on how to measure how transportation improves/impacts health and quality of life
 - iii. Knik Arm Crossing
 - 1. Will there be a policy in the plan that helps AMATS address this large project in the MTP?
 - j. Any e-commerce or Covid related items you want to discuss?
 - i. Neighborhoods are complaining about the increase traffic from delivery box trucks
 - ii. The Glenn Highway traffic has likely returned to pre-Covid levels
 - 1. Follow up is needed with DOT to confirm Glenn Highway traffic
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Alaska Marine Highway System (AMHS)

Alaska Long Range Transportation Plan & Freight Plan

Alaska Moves 2050

Alaska Marine Highway System (AMHS)

August 4, 2021

1. Project Introduction

a. Attendees

- i. Captain John Falvey (AMHS), Mark (AMHS), Eric Taylor (DOT&PF) Wende Wilber (Kittelson & Associates, Inc.), Marc Luiken (Michael Baker International), Brian Funkhouser (Michael Baker International), Geoff Gibson (Kittelson & Associates, Inc.), Casey Bottiger (Michael Baker International), Mike Fisher (Northern Economics), Holly Spoth-Torres (Huddle AK)

2. Interview Questions

- a. What are the biggest challenges facing the AMHS and how might the L RTP help raise awareness of those challenges?
 - i. The AMHS peaked in the late 70s to early 80s, and then began experiencing a slow decline
 1. AK airlines freight improved, and the airline installed approach systems making air travel more reliable and cost effective than the ferry system
 2. Invested close to \$1M in marketing and the effort didn't move the needle
 3. The AMHS has a limited customer base, and it doesn't appear that there is opportunity for increase in passengers
 - ii. Budget cuts
 1. AMHS is at about 50% of the budget it used to be
 2. Massive cuts including personnel
 3. With 11 ships there used to have 1200 staff
 - a. Now AMHS staff are down to 900
 - iii. Unions: Challenges with the maritime unions making it difficult to be cost efficient
 1. Currently 300 staff short for IBEW and mechanical engineers
 2. The seasonal nature of the operation makes it challenging to keep staff
 - iv. Maintenance
 1. Old Ships
 - a. It is estimated to cost more than 200 million to replace the Tustamena
 - v. In 2014 there were 11 ships running year-round
 1. From a capacity utilization standpoint, all 11 ships weren't totally full
 2. Now 6 ships are running, and they are full
 3. Sold out of Bellingham this year
 4. Prime revenue is generated during the summer
 - a. 40% of entire revenue comes out of Bellingham
 - vi. 6 ships is the right number for efficient operations
 1. If more ships run they aren't full
 2. AMHS can run 6 ships to capacity, efficiently
 3. Tourism and military in summer, locals in the winter
 - vii. This year AMHS was able to forward fund 18 months
 1. Allowing communication to a set schedule for the next year
 2. Helps with marketing and tourism
 - viii. Formula based federal funding "ferry boat money" as part of "NHS"
 1. The AMHS competes well for these funds with route miles but not volumes of passengers
 2. AMHS uses the funds for large capital improvement projects
 - ix. The new infrastructure bill may provide the opportunity to build a new ship or two



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1. Electric boats for short trips
 2. There may be money for operations
 - x. The AMHS received 10 million in CARES Act funds in 2021
 - xi. Fare box recovery is 45 – 50%
- b. What have been typical freight volumes for the AMHS? How have these volumes changed in the last five years?
- i. Due to existing insurance, AMHS can carry rolling freight only
 - ii. AMHS carries quite a bit of freight – 4% of total traffic
 - iii. Fish freight out of SE to Bellingham and Prince Rupert
 1. Port shut down prior to pandemic due to land/rail/marine and air agreement
 2. AMHS needs to make infrastructure changes to satisfy customs requirements
 3. Will assess what needs to be done in Prince Rupert soon
 - a. Can't use federal money or US steel in Canada
- c. What intermodal issues does the AMHS face?
- i. The freight haulers handle connections for the rolling freight
 - ii. No efficiencies in operations from shoreside connections
- d. Are there any plans regarding changes to the vessels, routes, and/or structure based on economic reshaping efforts?
- i. The AMHS is trying to maintain 35 ports and does not want to add more
 1. Aiming to re-open Prince Rupert
 - a. Has 2 years to make upland modifications.
 2. Talking about a causeway to BC dock to rent dock from them
 - a. Rock, gravel asphalt and walkway
 - b. AK dock is not in good condition.
 - ii. Admiral Barrett completed a study that made a series of recommendations including building a new facility at Cascade Point (seasonal operation that needs a breakwater), outsourcing food service and other on-board services, maintenance programs (labor intensive, need more staffing), new ship
 - iii. The AMHS could carry freight with changes to insurance, operations, and infrastructure
 1. This will need to be studied, but could be done
 - iv. There were changes to the tariffs that didn't sit well with the public because the change made the ferry more expensive compared to other modes of shipping and travel
- e. How has dock infrastructure impacted your ability to optimize route/ship scheduling?
- i. The 2 new ships – installed side doors in last few years to make them more compatible with existing docks
 1. Updated Whittier and terminals in southeast and villages to accommodate the side door
 2. Can put them in service in the next year once they have crew cabins (so it can run more than 12 hours)
- f. Are other funding options being considered for AMHS?
- i. AMHS explored grants however the planner position was lost in the budget cuts and grant writing was a part of that position
 1. It is difficult for the AMHS to compete for grants
 2. There are few other funding sources other than federal funds
 3. BIA or partnerships with AK Native organizations might be possible
 - ii. Earning revenue on ships – concessions, advertising, vendors – possible
 - iii. Outsource food and other on-board services to operate more efficiently
- g. Has AMHS done any interline exchange with ARRC in Whittier
- i. No collaboration with the ARRC
- h. If this plan accomplishes only one thing, what would that be for you?
- i. The AMHS is open to change and understanding how we fit into the larger transportation infrastructure
 1. The new ferry board that was created this year will be interested in the policy guidance outlined by the LRTP/FP
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Alaska Railroad Corporation (ARC)

Alaska Long Range Transportation Plan & Freight Plan

Alaska Moves 2050

Alaska Railroad Corporation (ARC)

August 3, 2021

1. Project Introduction

a. Attendees

- i. Brian Lindamood (ARRC), (Wende Wilber (Kittelson & Associates, Inc.), Marc Luiken (Michael Baker International), Brian Funkhouser (Michael Baker International), Geoff Gibson (Kittelson & Associates, Inc.), Michelle Fehribach (Huddle AK), Eric Taylor (DOT&PF)

2. Interview Questions

a. What are the key issues or challenges facing AK Rail?

- i. ARRC's biggest concern is aging infrastructure
 1. Much of it was built and then not maintained, so there is a backlog that the ARRC is hoping to upgrade over the next 10 years of wood and steel bridges and mechanical facilities
 2. Most bridges are about 100 years old with 50 of the bridges constructed before WWII
 3. In the next 10 years about half of the bridges will exceed their useful life
 - ii. The ARRC benefits from being independent of DOT&PF and not part of the State budget
 1. If the economy holds, ARRC will work through deferred maintenance backlog in 10 years
 - a. Additionally, by not being part of DOT&PF, have greater flexibility to respond to immediate needs
 - iii. Priority projects:
 1. Rail ties and ballasts
 2. Statewide bridge rehabilitation
 - a. 300 million dollars needed in the next 20 years
 3. Whittier waterfront
 4. Changing avalanche mitigation program
 - a. Howitzers are going away
 5. Portage Tunnel rehabilitation
- b. Any issues at the railroad relative to roadway congestion? – Do you have a list of priority list of at-grade crossing?
- i. DOT&PF has been progressively replacing at-grade crossings over the last 25 years
 1. Northern Region DOT&PF is less proactive in trying to find ways to grade separate the last crossings on the Parks Hwy because of limited dollars
 - ii. There are a couple in Anchorage, particularly the C Street crossing, that are hard and expensive
 - iii. Working with the Port, AMATS, and DOT&PF to address gate congestion at the Ocean Dock Road area
- c. What some other key challenges facing connectivity between modes at the railroad? Cargo and tourism related?
- i. Increased, proactive communication between ARRC, DOT&PF, and MPOs regarding future plans, funding, etc. would make it easier for ARRC to provide more accurate estimates about building infrastructure and improve connectivity and efficiency
 - ii. DOT&PF, ARRC, and MPOs are sometimes in conflict in regard to funding and priorities, particularly between the different regions and how they operate
 - iii. Sometimes a decision is made to save money in the present but it costs more in the long run
- d. Funding – Our understanding is you did not submit an applications under the RAISE opportunity but made a submission for the MARAD PIDP.
- i. Funding
 1. ARRC is using federal grants to fund projects



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- a. Due to Covid-19, the ARRC did not generate the matching funds needed in 2020 and has paused those projects
 - b. There are no state grants available, though if passenger service is jeopardized there is the possibility of state funding to finish a project
 - ii. FTA money goes through AMATS because it's the largest MPO and how it's distributed from there changes with different administrations
 - e. Are there any issues in competing land uses around the railroad in terms of development?
 - i. Resolving issues of access and concurrent uses are important
 - 1. There are existing issues in different areas in regard to reducing congestion at gates, crossings, concurrent uses, etc. that create safety and efficiency problems
 - 2. Port McKenzie and Windy Corner are current challenges
 - f. What alternate technology investments should the state or municipality be making that would have the greatest impact rail in Alaska?
 - i. Passenger rail
 - 1. PTC light south of Portage
 - 2. One portion hasn't been completed and is necessary to increase passenger traffic
 - ii. Power drop-off at Hurricane, to move towards centralized traffic control
 - iii. IT – security is a need
 - g. How can the LRTP/FP support your operations?
 - i. Many people don't understand how the ARRC functions
 - 1. it has a lot more flexibility as a private company owned by the state
 - ii. Improved communication and coordination with the MPOs and DOT&PF regions
 - 1. It would be helpful if coordination between regions/MPOs was more consistent.
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Alaska Trucking Association (ATA)

Alaska Long Range Transportation Plan & Freight Plan

Alaska Moves 2050

Alaska Trucking Association

June 16, 2021

1. Project Introduction

- a. Team Member Introductions
 - i. Kittelson and MBI interviewed Joe Michel, with Eric Taylor also joining.
- b. Project Process Overview

2. Interview Questions

1. What are the key freight issues or challenges facing Alaska's road system?

Alaska Trucking enjoys a fantastic relationship with planning, regulating, and maintenance agencies in Alaska. There are some challenges with freight operators who allow leeway with weight and driver shifts. The biggest concern for outward-facing trucking industry professionals is being on the "defense" for maintenance, navigation, and access. Maintaining corridors in Anchorage, Wasilla, and Fairbanks will always be crucial for freight movement, and it is important to ensure these roads are designed to carry oversized loads (like oil field modules) to support the oil and mining industry. For example, load restrictions on the Dalton Highway are due to a weight restricted bridge near Wasilla and the height restriction on a bridge outside of Eagle River, which are both crucial pieces of infrastructure on critical highways. There is a similar situation on the Hurricane Gulch Bridge, which is weight-restricted.

Along the Parks and Richardson Highways, it is becoming increasingly difficult to navigate the smaller communities that have reduced speed limits to improve safety within community limits. Driveway access is a safety issue, but this is balanced with the principal nature of roads. For example, the residents of Girdwood, a ski resort town, desire a safer intersection on their 'main road', but preliminary designs included height restrictions that would limit trucking abilities. Separation of uses for freight vehicles, passenger vehicles, pedestrians, and bicyclists on freight routes is a safety solution.

The Long Range Transportation Planning Process presents the issue of deciding to plan for many smaller projects or a few large and significant projects. DOT&PF utilizes and maximizes federal dollars well, but only for straightening and improving roads (like the Parks Highway straightening), rather than investing in a "real project" like the Chulitna bridge or Wasilla By-Pass for both freight and people moving.

2. Bottlenecks were identified as a key issue – could you elaborate further on this? Do certain bottlenecks impact sectors of the freight system more than others?

Yes, certain bottleneck locations impact the freight system more than others – Alaska Trucking Association maintains a list of such locations and will provide that to the project team.

A related issue to bottlenecks is bridge inspections – all bridges are inspected every two years, and all bridges are treated equally, without considering geographic location or economic importance of the bridges. A bridge that presents a major bottleneck to freight movement should take priority over a bridge that is closer to the end of its lifecycle or one that serves a minor collector. Criteria for bridge prioritization must be revised to prioritize movement north-south to benefit ease of freight movement. Headquarters, located in Juneau, does not recognize the economic importance of Anchorage – North Slope connectivity. With that in mind, "DOT&PF does a great job maintaining roads" with the budget they are given.

3. What opportunities do you think DOT&PF and freight stakeholders should be addressing or pursuing to improve the road transportation system?

- a. Balancing fewer, larger investments with more smaller projects was mentioned at the previous FAC meeting. Could you expand on this item? Do you have specific projects in mind?

Examples of prioritizing larger investments over smaller projects include the Wasilla Bypass, a connector between Anchorage and the Glenn and Seward Highways, the Juneau Access Road, and a Road to Resources Program, for projects such as the Ambler Mining District, which would provide rare earth mineral economic security. Other examples include intersections along the Seward Highway in Anchorage that pose safety risks to freight vehicles – specifically turning radii improvements.

Currently, the Alaska Trucking Association is working on a study for the Port of Alaska with the Municipality of Anchorage (MOA) regarding these safety improvements and improving port access. One emerging finding from the study is the tremendous impact that collaboration between DOT&PF and MOA Maintenance Departments would have on 3rd St leading to the Port of Alaska for snow plowing.

- b. What one project would have the greatest impact on the surface freight system in Alaska?



Alaska Trucking Association will identify a list of truly impactful strategic projects for freight in Alaska, with as much specificity as possible to inform freight plan recommendations and with consideration to load/unload connectivity.

4. How can public and private sector collaboration for freight transportation improve?

Ports probably have the strongest potential for public/private partnerships on projects, and should be further utilized in this manner. Additionally, oil companies, such as Conoco, could be engaged to help fund roadway improvements if regulations were updated. Another excellent example of collaboration is the Haul Road Safety meeting, where it was agreed that the current permitting system for heavy weight vehicles is outdated and must be upgraded.

5. When weigh stations are operational, are freight vehicles experiencing delays?

Freight vehicles do not experience delays when weigh stations are operational, but due to legislative cuts weigh station open hours are “like a banks’ office hours”, instead of being available 24/7. Some truckers will sit and wait until the weigh stations close if they do not have a legal load. These legislative cuts cause lower wages, which is a real issue that causes high weigh station staff turnover (as they move to other enforcement positions that have higher salaries). Freight vehicles do experience some delay due to inexperienced staff taking longer with inspections. Additionally, realtime-overweight freight permits need to be available, instead of having to call and obtain permission instead, which does cause delays.

6. What are the most important trends/forecasts we should be paying attention to in the development of the Freight Plan?

Two trends are very important for the development of the freight plan: the bicycle and pedestrian lobby adversely impacting trucking operations, and funding for maintenance and operations of roadways being dependent on the motor fuel tax.

7. What are your thoughts on automated vehicle fleets in trucking, both broadly and in Alaska?

Forward facing and trailer cameras are important tech improvements for safety and liability purposes. However, for automated freight vehicles to be implemented in Alaska, greater cellular network coverage is needed. It is already difficult for road/station-keeping software to operate successful on snow-covered roads when the fog line and centerline are covered. While advancements must be made before the technology can operate above a certain latitude, specialized equipment on freight vehicles to collect data would be a very interesting proposition for freight industry leaders, especially those delivering mail, such as Fedex and UPS.

8. Do you have any questions or other comments for the LRTP/FP teams?

Per capita, commercial vehicles have the lowest death per mile – which is testament to AK Freight moving safely. However, there exist addressable hindrances to freight movement in the state – firstly, that “DOT&PF is siloed”, which affects what is possible in this state, as transportation issues must be addressed on a holistic level. At both weigh stations, and amongst maintenance operators, DOT&PF wages are ~\$5/hour lower than municipalities and private operators, thus DOT&PF trains operators who are then hired by private companies and cities which creates a labor shortage. This is an issue for the Department of Administration because a wage study is needed.

DOT&PF – Aviation

Alaska Long Range Transportation Plan & Freight Plan

Alaska Moves 2050

DOT&PF Aviation Interview Agenda

July 1, 2021

1. Project Introduction

a. Team Member Introductions

Kittelson and MBI interviewed Rebecca Douglas, Rich Sewell, Troy LaRue, and Ryan Marlow, with Eric Taylor also joining.

b. Project Process Overview

2. Interview Questions

a. Does the Alaska Aviation System Plan (AASP) address freight?

DOT&PF is currently working on Phase 3 of the AASP, which does not many freight elements. The project team is waiting for potential new runway guidance the document is finalized. An air carrier routes and hub analysis is planned for 2022, that will focus on identifying needs and prioritizing new development projects. This is a huge task, with over 200 airports to account for. Phases 1 and 2 of the AASP investigated high-level federal pieces, such as Bypass Mail.

b. What are the key freight issues or challenges facing Alaska's aviation system?

- i. The FAA has a series of requirements (based on plane type) that come into effect for airports that service 500+ operations for a particular aircraft annually. Airplane operators are flying bigger plans into remote communities to deliver fuel in response to identified needs in these communities. However, the FAA 500+ Requirements mandate larger standards for runways, approaches, and other airport safety features, which creates a larger airport footprint, begetting, increased maintenance costs and difficulty being efficient with capital funding. For example, in Unalaska, the aircraft design group increased from B2 to B3, which requires increased runway safety areas. This requirement forces upgrades to Unalaska's airport infrastructure that will likely cost multiple millions of dollars.

DOT&PF must understand the trade-off of upgrading facilities that meet larger aircraft demands. These FAA 500 needs are being documented and prioritized.

Additionally, Alaska's weather is notoriously volatile, and in comparison to states in the Lower 48, has very few Automatic Weather Observation Systems (AWOS). The lack of AWOS means that remote and rural flights are dictated by 'sight rules', which results in many cancelled flights and incomplete/no-landing trips. These failures increase the cost of business due to wasted fuel and pilot time, as well as wear and tear on the aircraft. DOT&PF is currently working with FAA on an eight airport pilot project where DOT&PF builds the AWOS, which is then maintained by FAA, Crooked Creek being one of the test sites. A parallel issue at play here is the lag time between the AWOS installation and implementation, which can take 2-3 years typically. This pilot is also examining how to expedite the upstart.

The duties of aviation planners at DOT&PF is made more difficult due to incomplete data from obsolete reporting processes at rural airports – there are approximately 135 aircraft operators that do not report enplanements, which forces planners to estimate the required data for FAA reporting and funding. DOT&PF does not have a local presence at many of its airports, which further complicates data collection.

c. Are there bottlenecks that impact aviation freight system?

The lack of AWOS is certainly a 'bottleneck' in aviation freight, although there is a general understanding that the LRTP "can't solve weather". For example, adverse weather significantly impacts freight delivery to St. Paul, often preventing the journey for 5-6 days. However, there is the potential for UAS to significantly improve operations in conditions when it is too dangerous to fly with human pilots.

d. What opportunities do you think DOT&PF and freight stakeholders should be addressing or pursuing to improve the aviation transportation system?



While aircraft carriers aim to be as efficient as possible in servicing smaller airports, the airports that serve less population typically do not have the runway lengths to accommodate larger aircraft. The issue of servicing many places with the same aircraft route might be better achieved through road-building between smaller communities to create a hub and spoke model of freight distribution in rural/remote areas. DOT&PF is investigating seasonal solutions and partnerships with these types of communities, as ice roads have been successfully used to move fuel and heavy freight under this scenario. There is also the potential for a statewide aviation advisory committee to provide a diversified industry perspective on these types of issues.

e. How is climate change affecting aviation needs?

The Denali Commission Report details some of the efforts to track how climate change is affecting aviation throughout the state, and includes details on community relocation investigations. These efforts would likely be costly.

f. What are the most important trends/forecasts we should be paying attention to in the development of the Freight Plan?

Electric aviation is an emerging technology that Alaskan carriers, such as Ravyn Air and Cessna, are testing, but significant infrastructure investments would be necessary to implement the craft fully in Alaska, as the cost of power (especially in rural Alaska) is very high, and some rural airports do not have power. Generally, aviation hubs would likely be able to accommodate electric craft, but the electric planes would not be able to service remote locations – the current electric plane range is ~300 miles, which is insufficient for air travel in Alaska. Other barriers to implementation include battery storage, security, and hazmat transportation.

Separately, many communities throughout Alaska, such as Dillingham, struggle with contraband movement throughout their jurisdictions, and are seeking regulatory abilities to monitor freight activity more closely.

g. How do you see the use of alternate technologies, such as dirigibles or UAS, impacting the movement of freight by air in Alaska?

The development of both ground and air technologies is hugely dependent on internet connectivity. The development of these technologies will empower a range of future applications, such as precision snow plowing, preventative runway maintenance, conditions live-streams, and more. Additionally, the development of UAS would allow for the landing of unmanned operations despite adverse weather conditions and without human input, reducing risk and increasing safety.

h. If this plan could accomplish one thing for aviation, what would it be?

This LRTP could champion aviation by highlighting the need for widespread AWOS deployment; by recommending a program for operational counts at rural airports; and by emphasizing the importance of internet connectivity for data analysis/management, public involvement, improved service, and streamlined operations.

DOT&PF – Budget

Alaska Long Range Transportation Plan & Freight Plan

Alaska Moves 2050

DOT&PF Budget Office

June 7, 2021

1. Project Introduction

a. Team Member Introductions

Kittelson, Northern Economics, MBI interviewed Michelle Vuille and Janelle White, with Eric Taylor also joining.

b. Project Process Overview

2. Interview Questions –

a. Department Funding overview

i. Can you give us a 5-minute overview on how the DOT&PF budget relates to the General Fund?

The portion of general fund that DOT has been receiving has been shrinking, most notably during the last ten years. In 2011 it was \$84M, in 2021 it equaled \$19M. The department is getting general funds for required projects (i.e EPA projects, AMHS) and federal match.

ii. How is Federal and State funding handled and tracked internally?

1. Who is the best contact for us to get detailed information about the federal sources DOT&PF has used, the amounts received over the last five years, and how those funds have been spent?

Accounting system has an appropriation tracking mechanism, Janelle and Michelle can run/share reports. FHWA versus FAA are tracked separately, Budget office tracks big picture, Program Development (James Marks) tracks more detailed planning and programming spending (HSIP, CMAQ, etc)

2. How are M & O funding needs determined? Are there any metrics used to forecast needs?

Regional M&O budget send what they need, its not tracked that specifically. Budget office sends federal funding to planning and programming for disbursement.

Federal funding used to be tracked by project for the legislature (single line appropriations), DOT has transitioned to a general funding approach (pot authority) for more flexibility and reduction in manhours spent tracking, but as of the last few weeks, legislature wants to move back toward single line appropriations (see HB 69)

Even with single line appropriations, a revised program can be used to move funding around, contingency pot and a project accelerate pot, to still have some flexibility.

HB69 includes a list of all approved DOT capital projects for State FY 2022.

iii. What is your understanding of how M & O funding is allocated?



1. What is the split of M & O funds by mode?

For more specific maintenance funding, Jason S would know more

2. How are different types of assets (pavement, bridges, etc.) being managed?

TAMP assessment groups, program development, STIP all coordinating. Focus is on keeping good assets good. Carolyn Moorehouse would know more.

- iv. The department previously used Results Based Budgeting to show legislators stakeholders and constituents how M&O dollars were prioritized and spent.

1. Is that practice still being used?

Not that Budget office is aware of.

2. Is historical information available?

3. Are there metrics the legislature is holding the department to, in place of Results Based Budgeting

RBA hasn't continued forward. Only as relates to assess management, focus on federal performance measures for pavement and bridge, not sure if this is emphasized much to the legislature.

Tracking metrics mandated by FHWA in order to continue to receive federal funding.

More so an accounting group, rather than tracking performance measures, as keeping/reviewing data is more DES group.

- v. Any specific comments or questions for the LRTP team based on the financial data provided in January?

Project team requests historic (5-10 years) federal and state funding for documentation.

Janelle had put together a 10 year state funded capitol program graph back in January, she can re-send and project team will look back. James Marks/Ben White might have federal funding already summarized that could compliment.

Visible bump in state funding 2012-2013, with decline since back to pre-2012.

1. If this plan could do one thing for accounting/budget tracking group, what would it be?

Going back to flexible pot rather than single appropriations, in order to provide a larger program for the state and pursue additional federal funding opportunities. Though there is some contingency pot flexible, a single project overrun can really eat into the pot.

If any additional suggestions come to mind, will email through Ben/James.

DOT&PF – Maintenance & Operations – Central Region

Alaska Long Range Transportation Plan & Freight Plan

Alaska Moves 2050

DOT&PF Central Region Maintenance & Operations

June 1, 2021

1. Project Introduction

- a. Team Member Introductions
 - i. Kittelson, Michael Baker International, and Northern Economics interviewing Charles Wagner. Project Manager Eric Taylor also in attendance.
- b. Project Process Overview
- c. Do you have financial data you can provide us by mode?

2. Interview Questions

- a. Maintenance and Operations – Historic maintenance investments and decisions by mode
 - i. How is this tracked by mode? By region? By road type? Frequency of problem roads?
 1. Focus is on highways and aviation, doesn't really touch railroad or marine.
 2. Maintenance historically tracked through IRIS, MMS, Alder to pull reports. Programs can somewhat look at expenses by location, but not cleanly.
 - a. **Can provide a few years of historical maintenance costs and budget reports from Alder for LRTP/FP team, the problem is the federal data must be added separately so it may take some time.**
 3. CR region budget is ~40M, \$32M for highways and \$8M aviation - this split has been established historically, no major changes in services over time. Allocation between regions hasn't varied much in recent history
 4. No existing mechanism to track by VMT in order to allocate funding.
 5. Not keeping up with deferred maintenance – cannot possibly keep up based on limited funding
 6. Completed several 1R projects in 2013 era, now it all needs to be maintained
 7. What functions are covered under the \$40M?
 - a. Snow and ice control
 - b. Airport operations (including 70 rural and 3 certified)
 - c. Whittier tunnel (\$5M)
 - d. Traffic signal in Anchorage (\$2M)
 - e. MS4 program in anchorage
 - f. Avalanche mitigation
 8. Aviation funds– Rural airports: maintain runway surface, lighting, windsocks, \$30-60K per airport per year, typically done per contract. 3 certified airports also have AFR, perimeter fencing/gate controls, wildlife hazing (and other TSA/FAA requirements).
 9. Asset management plans are coming to vogue
 10. Pavement management plan/program is up and running, bridge is forthcoming, CR has asked for culverts to be included in a forthcoming assess management plan. Not aware of an asset management plan for pedestrian facilities
 - ii. Are any specific data programs utilized?
 1. IRIS and MMS, Alder. CR has resisted using a MDSS (maintenance decision support system) due to limited funding/manpower.
 - iii. Do you have financial data that shows returns on investment by mode?
 1. Not at this time.
 2. Pedestrian facility maintenance data not tracked.



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- iv. What is the “value” of the deferred maintenance back log?
 - 1. \$40M deferred maintenance list sent to legislature recently, \$30M for highways and \$10 for aviation
 - a. **List to be shared with LRTP/FP team.**
 - v. What is your understanding of how M&O funding is allocated?
 - 1. What is the split of M&O funds by mode?
 - b. What traditional M&O functions are now funded with federal dollars?
 - i. Why has DOT&PF shifted these M&O functions to federal funding?
 - 1. About 5 to 6 years ago, budget has decreased every year – down about 25 positions since 2015/2016
 - 2. Repairs that are not paid for by federal funding – guardrail, potholes, spring flooding/culvert thawing, mowing, pedestrian facility
 - List of what isn’t paid for by federal funding can be shared with LRTP/FP team, for roads and aviation.**
 - ii. What would be the impact to the M&O budget if these federal dollars were not available?
 - 1. How much budget went to federal – allocates \$60M to preventative maintenance - \$13M, for M&O federal funds, \$42 M for 1R projects.
 - If this \$60M were state funds instead, it’d go a lot further and a lot faster. Paved several mile stretch of KGB Road for \$2M in state fund in a few months. Its 2-4x that cost and takes years when done under the federal program.
 - c. Maintenance and Operations – Looking ahead
 - i. How do you forecast future maintenance needs and associated costs?
 - 1. Only empirically forecasting, there’s a train wreck on the horizon.
 - 2. Homer is an example, main roads are unraveling, no people or equipment to maintain, can’t get fixed really until it breaks.
 - 3. M&O can’t do what legislature doesn’t fund
 - a. M&O is expected to do things that aren’t funded, abandoned vehicle removal for example.
 - 4. State equipment fleet – for the last 4-5 years in a row, hasn’t had enough to reach fiscal year end, to make ends meet/balance budget, so turned off aging equipment replacement. Proper choice of equipment can make up for lack of manpower. Spending more to keep older equipment running than would be to invest in replacement equipment.
 - 5. Loss of talent – operator wages are \$8 behind local agencies (Anchorage, Fairbanks), hard to keep folks interested, superintendents make less than operators. Must close that gap for recruitment and retention.
 - ii. What are the primary challenges you face in forecasting future maintenance needs?
 - 1. The other regions would love to use a MDSS program, CR has been the holdout solely because can’t justify the up front cost. Also, operators want control in day to day decision making (salt versus sand)
 - 2. Eventually assessment management (guardrail)
 - 3. Sometimes CR has been in a position to help (reallocate) to NR and SC, but not in recent years.
 - 4. If a study of population or VMT study by region were done, urban areas would potentially get allocated more than is currently allocated.
 - 5. Overall NR get ½, CR 1/3 and SC gets 1/6 of allocation currently.
 - iii. What data challenges do you anticipate in the future?
 - 1. Assessment plans would be helpful– signs, culverts, guiderails.
 - 2. Love idea of using data but just don’t have the staff, would put any new people in the field
 - iv. Any observations with truck travel/freight?
 - 1. Always at odds with seasonal weight restrictions – would remove friction if structural sections were engineered out of needing restrictions.
 - v. Any observed increased in rockslides/landslides or climate related issues?
 - 1. Feels like an increase but not sure if that’s true. Increase loader size to increase capability.
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2. Planned Rockfall mitigation project on Seward Highway creates a whole new type of challenge, M&O not experts in rock maintenance, project will have no one trained to maintain.
 3. Climate related issues:
 4. Comes into play in SW district, runways get soft, dips. Deferred maintenance is largely gravel stockpiles to try and keep up with runways.
 5. Braided river naturally changes course, can respond to small events but events longer than 24 hours typically need to call in contractors for support.
 6. Every year there's something – fires, flooding (Seward, Homer), earthquakes, avalanches, its part of the business model but there's no special pot of money. There are FEMA allocations sometimes, but it almost doesn't seem worth it is less than ~\$1M due to tracking requirements, restricted uses. Still closing out 2012 flood program for example.
- d. Do you have any questions or other comments for the LRTP/FP teams?
- i. Forthcoming avalanche mitigation concern –
 1. Availability of WWII howitzer to shoot up slopes is coming to an end. Army isn't supporting production any more so finding ammunition in the future will be challenging (~10 years worth of ammunition is left nationwide) – alternatives are enormously expensive (i.e relocating roads, snow sheds(roof), remotely accessible explosion stations).
 2. Would impact Seward highway, Thompson pass, Hatcher Pass, Atigun Pass, Parks Highway.
 3. Other states, and Canada are ahead are coming up with alternatives.
 - ii. How can the LRTP/FP support your operations?
 1. Seeing the funding meet needs and actual expectations. True up the numbers.
 2. Data would be great manpower needs are stronger out in the field currently.
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DOT&PF – Maintenance & Operations – Northern Region

Alaska Long Range Transportation Plan & Freight Plan

Alaska Moves 2050

DOT&PF North Region Maintenance & Operations

June 8, 2021

1. Project Introduction

- a. Team Member Introductions
 - i. Kittelson, MBI, Northern Economics interviewed Jason Sakalaskas, with Eric Taylor also joining.
- b. Project Process Overview
- c. Do you have maintenance financial data you can provide us (by mode)?

2. Interview Questions

- a. Maintenance and Operations – Historic maintenance investments and decisions by mode
 - i. How is this tracked by mode?
 1. Cost collectors different between aviation and highways, though budget is not necessarily set up that way. Budget is based on activity items and personnel costs and on need. When budget is received by region, it gets distributed to districts and out to stations.
 2. State operating budget plus capital projects (preventative maintenance)
 - a. NR - \$60M operating budget (including aviation and highways). \$22-24M capitol highways program done by maintenance. \$2-5M for aviation. Of the \$60M operating budget, \$17-18M is aviation related (focus on runways, equipment, services, utilities, a component of rural airports is contracted out).
 - b. Of the highways operating budget, personnel services and equipment are the highest costs, followed by commodities. Snow removal is ~80%, as preservation work nowadays primarily under federal program.
 - c. 20-30% reductions over the last 5 years, some shift to federal, a few stations were closed but have since been re-opened.
 - d. State operating dollars (GF) are more flexible for responding to issues as issues surface, shift to mostly federal money reduces flexibility (not always able to address highest priority items).
 - e. Budget cycle comes in middle of the summer – single year budget cycle, most of costs in winter, therefore cautious in beginning of fiscal year to get through winter, by spring may have funds left but not enough time for long lead time items.
 - ii. Are any specific data programs utilized?
 1. Pavement Management System (PMS), Bridge system annual survey. QA/QC program to inspect 1/10 mile road segments, culverts, brush clearing, signs, is done on a statewide basis.
 2. New MMS will help integrate QA/QC asset inspections and produce asset summaries (right now inventory system isn't very strong). Other states are prioritizing asset management systems as well.
 3. There are also project lists more antidotally, these lists kept by station leads.
 4. CIMP – inspection program for airports, intended to cover all assets at airport. Fairly new in development, statewide airport manages, might have some costs element in it. (L RTP will also interview Statewide Aviation for more information).
 5. Getting to end costs is challenging.
 - iii. Do you have financial data that shows returns on investment by mode?
 1. Not that tangible, though for pavement monitoring, meeting parameters for FHWA, but hard to say every dollar spent as efficiently as possible to meet federal targets.
 2. Warming trends and permafrost thaw happening - sometimes treat by overlays until things stabilize and then consider a bigger repair. PMS is new in the past 3 years, sometimes the project output needs local review.
 3. Though location of maintenance work is reported, and data is there, to actually pull \$/ft of road is very challenging to summarize.



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- iv. What is the “value” of the deferred maintenance back log?
 1. Submit it annually (statewide ~\$300-350M, doesn’t vary much as not much funding to address DM at the moment). NR is ~\$100-150M range, depending on capital projects (STIP).
 2. It’s time consuming to update, there’s a lot of manual work. New system might be able to use the segment review data to make it a bit more automated.
 - v. What is your understanding of how M&O funding is allocated?
 1. What is the split of M&O funds by mode?
 - a. Independent of mode – some airports have higher priority, works with district needs. Monitors performance targets (time) and sometimes adjusts allocations based on this data. Near minimum staff levels leaves not a lot of flexibility for shifting budgets around. Certificated Airports -These are the airports that have higher funding needs as they have larger staff needs, including Aircraft Rescue and Fire Fighting (ARFF), and are larger paved runways and aprons.
 - b. Uses known historical cost data for strategizing investments but changes are limited.
 - b. What traditional M&O functions are now funded with federal dollars?
 - i. Striping (highways and aviation), asphalt repair work (beyond potholes), gravel surface maintenance, surface maintenance work at rural airports. Aviation snow removal equipment (FAA funded for replacement).
 - ii. Why has DOT&PF shifted these M&O functions to federal funding?
 - iii. What would be the impact to the M&O budget if these federal dollars were not available?
 - c. Maintenance and Operations – Looking ahead

As a department, scrutinizing project starts and taking more of a corridor approach, uniform investment to not overburden maintenance. Some COVID relief funding may provide some stability for maintenance, in the near term at least (re-opening of stations).

 - i. How do you forecast future maintenance needs and associated costs?
 1. Historical data.
 - ii. What are the primary challenges you face in forecasting future maintenance needs?
 1. Material and equipment costs are rising.
 2. Investment programs for machinery aren’t keeping up with rising costs, necessitates a long-term view that’s hard to justify in tight fiscal times.
 3. Finding qualified operators, staying competitive with private industry.
 - iii. What data challenges do you anticipate in the future?
 1. It’s hard to develop specific performance targets, public perception varies.
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DOT&PF – Maintenance & Operations – South Coast Region

Alaska Long Range Transportation Plan & Freight Plan

Alaska Moves 2050

DOT&PF South Coast Region Maintenance & Operations

June 2, 2021

1. Project Introduction

- a. Team Member Introductions
 - i. Claire Dougherty (KAI), Mike Fisher (Northern Economics), Marc Luiken and Pat Whitesell (MBI) interviewed Pat Lawrence Carroll.
- b. Project Process Overview
- c. Do you have maintenance financial data you can provide us (by mode)?
 - i. **Vicky Roberts deals mostly with M&O budget – out this week, but Pat will have her follow-up upon return.**

2. Interview Questions

- a. Maintenance and Operations – Historic maintenance investments and decisions by mode
 - i. How is this tracked by mode?
 1. Needs arise and they are addressed
 2. Tracking on a statewide level focused on pavements, looking forward Transportation Asset Management Program (TAMP) program will consider condition of facilities, bridge conditions appropriate treatments – still in infancy. Looking forward to more structure in the future.
 3. Looking forward to focus on preserving assets.
 - ii. Are any specific data programs utilized?
 1. IRIS, MMS, Alder. New MMS system in progress, should be online this fall.
 - iii. Do you have financial data that shows returns on investment by mode?
 1. Not really – Agile Assets somewhat, focused on pavement preservation and treatments.
 - iv. What is the “value” of the deferred maintenance back log?
 1. **Pat will look into and follow-up with deferred maintenance information.**
 - v. What is your understanding of how M&O funding is allocated?
 1. What is the split of M&O funds by mode?
 - a. SC is the smallest region, SC does have a lot of aviation, including SE (mostly airports, very few roads out there) – SC is a bit aviation heavy compared to other regions which have many more roads.
 - b. Some of the money is allocated but can only be used for certain things – aviation fuel tax (airports), motor fuel tax money (roads). Cold Bay, Sitka airports receive special funding (These are funds paid by the carriers in order to maintain these airports as emergency divert bases. Per FAA they must be used at these airports).
 - c. General fund money is the most flexible fund but also the most precious commodity – typically saves for last
 - d. State owned harbors – There are 16-17 still in DOT hands. CR has 2. Most are remote and primarily for refuge. Goal is to transfer ownership/maintenance to local communities. However local communities may not have funding to keep up with maintenance, so transferring sometimes requires DOT&PF maintenance investment first.
- b. What traditional M&O functions are now funded with federal dollars?
 - i. Why has DOT&PF shifted these M&O functions to federal funding?
 1. Federally funding – striping, some roadside clearing/vegetation management, roadway surface (pavement program) fixes (chip seals/crack sealing/overlays), some drainage work.
 - ii. Is use of federal funds for maintenance versus new projects a more efficient use of funds?
 1. Don't really have a choice with the status of state budget.
 2. M&O is currently trying to shift people off of traditional M&O work to federal work to finish out year budgets.
 3. Equipment fleet age – pausing replacement happening in all regions.
 - iii. What would be the impact to the M&O budget if these federal dollars were not available?



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1. Would be very hard to absorb without being backfilled with state money.
- c. Maintenance and Operations – Looking ahead
- i. How do you forecast future maintenance needs and associated costs?
 1. Mostly by looking at historical M&O spending year to year.
 - ii. What are the primary challenges you face in forecasting future maintenance needs?
 1. Buying winter maintenance materials now and costs are noticeably rising, challenging with a fixed budget. M&O budget has stayed pretty flat. (As a side note, this is because SR M&O budget is already pretty small, they have not seen the sizeable reductions that both NR and CR have experienced in their annual budget.)
 2. Climate change related issues – federally declared disaster in Haines area was a big impact regionwide (December significant rain on storm event)
 3. Challenges with hiring, recruitment, finding and keeping qualified operators – many remote areas with limited local resources to draw from. Local government pay generally is higher.
 - iii. What data challenges do you anticipate in the future?
 1. Its an exercise to track down information, more/organized data would make it easier to answer questions.
 2. Fixing/replacing MMS this fall should help. Programs must be simple and user friendly for operator/field use. **Pat will look into contact (Dan Schacher), Jason S. in NR likely knows more.**
- d. Do you have any questions or other comments for the LRTP/FP teams?
- i. Some of the things that must be maintained such as roads that primarily serve as local streets, find mechanism to pass assets to localities – would be a huge help to M&O and should be a goal of DOT&PF. DOT&PF equipment isn't suited for this type of work. Juneau, Haines, Ketchikan often say thanks but no thanks.
 - ii. Smaller airports just don't have much funding and some will only ever qualify for state funding – catching up on backlog is needed. Transferring airports is more challenging than transferring local roads.
 - iii. There's a lot more maintenance that could (should) be done if there was funding to do it.
- e. Results/service based budgeting (RBA) plan still on-going?
- i. There is still data being tracked and performance measures, but level of intensity has lessened compared to history.
 - ii. Sara Brown, Vicky may know more.
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DOT&PF – Safety

Alaska Long Range Transportation Plan & Freight Plan

Alaska Moves 2050

DOT&PF Safety

June 25, 2021

1. Project Introduction

a. Team Member Introductions

Kittelson interviewed Matt Walker.

b. Project Process Overview

L RTP Team Requested the HSIP Implementation Plan and most recent safety target setting documentation, which Matt provided (the 2020 Plan and documents utilized for 2022 target-setting).

2. Interview Questions

a. Could you describe the process of setting safety performance targets? What is the approach for each target category: fit trend, percent improvement, etc.? Has lagging crash data impacted target setting?

The process for setting safety performance targets is not as rigid in Alaska as it is in other states, such as Virginia, where crash modification factors and causality analysis are the state of the practice. In general, safety data is analyzed into trendlines, with FHWA guidance on other 'external factors', incorporated. These analyses have historically been performed by the same DOT&PF staff each iteration, which provides institutional knowledge and continuity. Crucial to this process, DOT&PF staff meet with MPO staff annually to discuss trends and collaborate on target-setting. Typically, the targets are set close to the trendline, with small adjustments. A major barrier to implementation is the lagging state of available crash data, as the 2018 crash data has been analyzed but is still undergoing quality verification, and the 2019 data is still being entered. This data lag is partially to blame on a new contractor coming online as of fall 2020, and partially due to incompatibility of systems: Alaska Police Department crash data is submitted as a PDF and must be manually entered into spreadsheet-based analysis system. Additionally, staff turnover at DOT&PF, along with issues in data transmittal from the DMV are also issues. Altogether, setting five-year rolling average targets for 2022 without data beyond 2017 is a difficult task.

b. Generally, MPOs adopt the statewide targets, but has there been any discussion of establishing region or MPO-wide targets?

Initially, AMATS discussed setting its own targets, but has not yet to date. Both existing MPOs agree to implement projects that support statewide targets.

c. How was safety performance measurement impacted the HSIP program? DOT&PF policies? Funding priorities?

Presently, the monitoring of performance measures in concurrence with the establishment of targets has not yet led to policy modifications and re-prioritization. The targets, by and large, are set to be achievable, although Alaska has consistently not met targets set for pedestrian and bicycle crashes. DOT&PF Headquarters is encouraging this issue to be addressed regionally, while also diving deeper into data analysis at the statewide level.

d. What barriers do you face towards implementing a more effective or impactful safety program?



Safety funding is only available for infrastructure projects through formula funds and the Highway Safety Office, but cannot be used on education and enforcement. Additionally, although the FHWA encourages a 'safe systems' approach, rebuilding roads to meet these guidelines requires much more funding than is made available.

- e. What program improvements (e.g., funding, agency coordination, training, etc.) would you like to implement to improve safety outcomes?

The HSIP must improve the currently limited systemic safety projects through a robust methodology for identifying risk factors and determining low-cost countermeasures. Additionally, guidance on these matters in the HISP Handbook would be very helpful.

- f. How has the SHSP's focus on 'special users' impacted the HSIP and non-HSIP project development process?

The SHSP focus on 'special users' has not had a discernible impact on HISP, and Matt cannot speak to the effect on non-HSIP. In terms of project development, DOT&PF Headquarters leads with its HSIP Handbook, but each region must chart its own course, especially as Headquarters has not created funding dedications by region or mode.

- g. How can the LRTP/FP support your safety program progress?

The LRTP can support safety programming by garnering leadership support for programmatic changes.

FAST Planning

Alaska Long Range Transportation Plan & Freight Plan

Alaska Moves 2050

FAST Planning

August 4, 2021

1. Project Introduction

a. Attendees

- i. Jackson Fox (FAST Planning), Eric Taylor (DOT&PF), Wende Wilber (Kittelson & Associates, Inc.), Marc Luiken (Michael Baker International), Brian Funkhouser (Michael Baker International), Geoff Gibson (Kittelson & Associates, Inc.), Casey Bottiger (Michael Baker International), Holly Spoth-Torres (Huddle AK)

2. Interview Questions

a. What are the biggest challenges you are facing as an MPO today and looking forward?

- i. FAST is nervous about the Mat-Su MPO coming online
 1. Anticipating a reduction in funding because of it
 2. FAST has a lot of projects in the works, so if there is a funding reduction, projects may need to be canceled and the TIP adjusted accordingly
 3. There will be more funding in the infrastructure bill to help fill the gap, but this isn't long-term
- ii. Air quality
 1. FAST is a PM2.5 nonattainment area
 - a. It is difficult to make progress toward attainment when the primary source of pollution isn't vehicles, but wood stoves
 - b. FAST doesn't want to be penalized, or risk losing funding, when the source of pollution doesn't have anything to do with transportation

b. As an MPO, how have your priorities changed in the last 5 years

- i. FAST has placed more focus on safety and has revamped project scoring criteria to prioritize safety performance measures
 1. Applying brine at intersections has resulted in reductions in collisions at intersection
 2. FAST is also pushing roundabouts to address injuries and fatalities at intersections
- ii. Investing in non-motorized facilities
 1. FAST has a great non-motorized network, but are also identifying gaps and making connections to improve the system
 - a. 2-3 new miles built every year, but that is 2-3 more miles that won't be maintained

c. Is there something the MPO wants to accomplish and this LRTP could help remove barriers?

- i. Freight
 1. The railroad plays a huge role in Fairbanks, but so does the trucking industry
 2. Fairbanks and the Dalton Highway are very important freight hubs/corridors as access to the North Slope
 3. FAST should have more access to national freight program money
 4. Maybe 20% should be set aside for smaller first-mile, last mile freight projects across the state
 5. It is important to invest in the Dalton Highway (permafrost), but it is also important to invest in the smaller project (auxiliary lanes and intersection improvements)
- ii. FAST would support a policy in the freight plan that has criteria for how NHFP funds are used
 1. There should be an open and transparent nomination process and every city and municipality in Alaska should be able to participate to nominate freight mobility projects

d. What are some recommendations to improve collaboration with DOT&PF?

- i. The MPOs have started quarterly meetings with DOT Headquarters
 1. The conversations are productive and informative and should continue
 2. In the fall these meetings will start to be face to face

e. Does FAST have a list of freight projects that can be used as part of the FP?

- i. FAST has a Freight Mobility Plan that includes a list of projects
 1. One of the biggest needs is Dalton Highway, but it is hard to fund



-
- a. Projects on Dalton Highway are normally \$10 million or more
 - f. Have priority freight corridors changed?
 - i. There are projects in design to help alleviate bottlenecks
 - 1. GARS (\$19 million) and a \$50 million interchange project
 - g. Did the FAST Freight Mobility Plan identify bottleneck locations?
 - i. Yes, we also have designated Critical Urban Freight Corridors that were submitted to FHWA since the MPOs help in designating the urban mileage
 - 1. Only nominated 20% of the state's urban mileage cap and left the remaining 80% to AMATS; however, they haven't designated any mileage
 - h. Funding outlook for matching funds?
 - i. No concerns about match
 - 1. FAST charges local governments for services to meet matching funds for planning
 - 2. The written agreement process and the relationship with local governments is working
 - ii. FAST is using the DOT indirect cost rate and charges DOT hourly for this work and the funds are adequate
 - iii. Whoever nominates a project is responsible for paying the match
 - 1. The local governments understand this and agree with it to get their projects funded
 - iv. The local governments (the Cities and Borough) usually have their 9% match for their projects
 - 1. FAST does not put a lot of investment into state roadways unless it involves a non-motorized path
 - 2. The state can handle the matches on larger projects
 - i. What alternate technology investments should the state be making to have the greatest impact?
 - i. Adaptive signal control would help keep traffic moving
 - 1. This will help with the air quality – not a lot, but it would help
 - 2. FAST is funding a small project on Airport Way
 - ii. If there are going to be AVs, the broadband network needs to be sufficient
 - iii. Improved cell network would improve safety for the traveling public - communication, Nixel, 511, etc.
 - iv. It would be beneficial to have a denser network of the weather stations that communicate road/weather conditions
 - j. If this plan accomplishes only one thing, what would that be for you?
 - i. Maintenance should be a very important goal
 - 1. The budget reductions for maintenance have resulted in a lower level of service in Fairbanks
 - 2. There is little regard for non-motorized facilities
 - 3. DOT is using money very efficiently, but they don't have enough funds to maintain to the level of service expected by the public
 - 4. The number one thing people complain about is snow removal
 - a. Using federal funds requires maintaining that facility year-round
 - b. It would help if the gas tax was increased – although we can't guarantee that it would be dedicated to maintenance
 - ii. As federal \$\$ flows into Alaska, most flows into urban areas or connections to and from urban area
 - 1. There should be more outreach and engagement with rural communities so that there is more equity in the distribution of funds and equal participation in the STIP
 - k. Any e-commerce or Covid related items you want to discuss?
 - i. Amazon has their own planes, trucks, etc in Fairbanks
 - 1. There are more delivery trucks in every neighborhood, sometimes driving too quickly
 - 2. Many ecommerce companies don't have the fleet required in Fairbanks so they are contracting out to individual, unmarked vehicles
 - ii. FAST has completed pedestrian and bike counts at 36 intersections between 4:30 and 6:30 PM for years
 - 1. Since COVID, we have noticed that counts have increased
-

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2. Chena River walk data shows that walking and biking increased over 100% in May of 2020
 3. Went down in 2021, but still 70-80% increase
 4. Can share this data
- iii. Rush hour traffic is not what it used to be, maybe due to people working different hours/schedules than they used to
- I. **What is FAST Planning's relationship with the Railroad and the Military Base?**
 - i. Relationship with the Railroad is strained
 - ii. We have a Riverwalk path we want to construct on their property. We recently received conditional approval, but the AKRR board changed their mind
 - iii. The Borough and both Cities would like to see the railroad mainline rerouted around the two cities
 1. It's a large, long-range project estimated at \$800 million
 2. The railroad signed an MOU with the Assembly to achieve that goal
 3. The FAST Road-Rail Crossing Reduction Plan is being finalized this month and one suggestion is to change hours of service for trains to move through outside of peak traffic hours
 - iv. FAST cannot use federal funds for planning activities on Fort Wainwright base
 1. The base has a seat on the MPO's Technical Committee, but the relationship is more of a need-to-know basis
 2. We stop our planning and projects at the base boundaries, even with freight
 3. A lot of people live on the base and there has been a lot of residential growth along the existing road network
 - v. Many of the roads around the Eielson Air Force Base are narrow – they are paved, but do not have shoulders
 1. With recent growth (around 3,500 soldiers) more than 600 homes have been built which amplifies this issue
 - a. This area need investment in the transportation network to address this rapid growth and the safety issues caused for all users (motorized and non-motorized)
 2. We do not need to add lanes, but we need widened shoulders for non-motorized users and for vehicle breakdowns
 3. Disabled vehicles usually block the road, causing congestion and safety concerns
 4. When it comes to non-motorized transportation, children are not getting bused to school if they live less than a half mile away
 - a. They walk along those roads

Port of Alaska

Alaska Long Range Transportation Plan & Freight Plan

Alaska Moves 2050

Port of Alaska

June 25, 2021

1. Project Introduction

a. Team Member Introductions

Kittelson and MBI interviewed Steve Ribuffo, of the Port of Alaska, with Eric Taylor also joining.

b. Project Process Overview

2. Interview Questions

a. What are the key issues or challenges facing Alaska's Port?

Ports are not destinations; they are waypoints to link modes. Ports are one form of transportation helping others. 90% of all freight comes over the water, about 5% is driven in, 5% is flown in. Half of waterborne freight passes through Anchorage (the Port of Alaska), and half of that moves through Anchorage to be distributed throughout the state. There is an expectation that the Municipality of Anchorage should solve the "port problem" but the port serves the entire state of Alaska – it is also the "port of" Whittier, Seward, and Fairbanks, among others. A key challenge of the port of Alaska is that there has been difficulty messaging that while the Port of Alaska is geographically in Anchorage, it serves the entire state of Alaska. Uniting the legislature to understand this issue and view the ownership of the port as a facility for all Alaskans would be a significant PR victory.

Otherwise, the challenges that the Port is facing are consistent with those that have been issues for the past 20 years; with a population of approximately one million people, there exists a steady and predictable customer-base consuming goods and products. Without growth, federal or state government grants, formularies, or subsidies the Port will be forced to raise its rates in order to acquire the revenue it needs to support operations. This places additional stress on the economy and the area residents as they ultimately pay this price. Revenue bonds can be acquired; but the Port needs to prove it has the revenue to pay the bond back.

This leads into the challenge of infrastructure; the Port's infrastructure hasn't been state of the industry for 35 years. Much of it needs to be demolished and replaced, because small fixes and maintenance activities are not enough to sustain operations for the foreseeable future. Additionally, there is the heightened concern of the risks of natural disasters (earthquakes, etc.) that could affect the circulation/freight movement in the area. Resiliency matters more to freight movement in Alaska than redundancy. Port of Alaska users have disaster response plans for their business operations that establish contingency plan if a natural disaster were to befall the Port of Alaska. Users look to Seward as their Plan B given its road and rail connections, but there are many considerations that need to go into establishing a "Plan B" including time of year (barging easier in summer than winter) and the effects of a disaster on other infrastructure beyond the port (roads, rail). Altogether, the Port likely has about five more years of operations before some docks are derated and closed off. The degrading, out-of-date infrastructure poses the additional problem of servicing ships that have evolved, as there is not infrastructure in place to support the new methods and advancements of its customers. The Port of Alaska handled 4.7 million tons of cargo last year and some of the larger, more advanced ports can handle that much in one week (e.g., Port of Los Angeles). Despite the size difference, the operational costs are still the same – "There is no 'little port' discount". This makes paying for necessary infrastructure upgrades difficult. This is clearly not just a local, state, or federal issue – collaboration and cost-sharing are needed to address these complex challenges. Having the port fail with the expectation that federal agencies will rebuild under emergency circumstances is a bad plan for Alaska and its residents who depend on the goods the Port of Alaska facilitates.

Lastly, there is no federal port administration like there is for highways, transit, and aviation and there is no federal formulary for ports (as opposed to other modes – even bike paths), which leads to a lack of federal investments/interest. Ports do not compete well for DOT grants unless the project is to improve/develop a road connection to a port; however, there are also port-specific needs such as marine terminal rehabilitation or replacement. The Port Infrastructure Development Program is the first to start breaking the paradigm, but ports have an uphill battle.

b. Any issues at the port relative to roadway congestion?

Congestion is a lower 48 construct – Alaskans are far less tolerant of congestion, as average conditions on roadways in the Lower 48 are perceived as "gridlock" here. However, there is only one way into the Port and one way out, which can pose challenges on delivery days. There is a common desire to mitigate the number of at grade crossings in and out of the Port and across the state.

c. We have heard about the challenges of moving oversize modules to the North Slope. How has the Port of Alaska changed in the last 5-10 years in moving large modules up to the North Slope?



Historically, large modules came through off-port barge operations at Port MacKenzie. They were not seen coming through the Port of Alaska, since the size of the modules poses challenges to the facility. The largest cargo items coming through the Port of Alaska were large engines for Matanuska Electric Association. They were brought through the port and delivered to the construction site in Eklutna by rail for off-road installation. The railroad had to use a specific type of car in order to successfully navigate the large loads through the tunnels. Some large commodities (e.g., modules, engines, etc.) would require the Port to modify its infrastructure and the costs would be difficult to justify given the infrequency of such movements.

d. What some other key challenges facing trucks and the railroad in accessing the Port of Alaska?

The Port of Alaska currently has one way in and one way out. There are some improvements that could be made outside of the port facility for trucks and the railroad to move cargo to and from the port more efficiently. For example, the Port of Alaska is working with the Alaska Railroad to examine the possibilities of moving flat car loading operations from Whitney Road to the Port. This would allow direct container loading onto trains, in lieu of the typical mile-long Whitney Road drive that's currently necessary. These improvements would extend the rail line at the port and would involve the purchase of rubber tire gantry cranes to put over the track. The improvements could result in overall cost savings since the Port would no longer have to use dray trucks to get the containers to the railhead. Benefits would be more efficient operations and it would free up land for higher and better uses. The gantry cranes are also less expensive than those needed for ship-to-shore operations and the railroad already has rail for the short extension. There are concept drawings for this but there still needs to be a cost/benefit analysis based on actual number of containers and a study of how long trains would "block" access to the port during loading. The Port has also had early conversations with tenants Matson and TOTE, who see value to the improvements, as *"If you don't have to build new, the cost of the infrastructure is lower."* Regarding truck movements, Joe Michel would have better input on this matter, but trucking days are Sundays and Tuesdays. The industry has to put 100% of their resources at the port on these days, and even though the trucks within the Port area move pretty quickly, they tend to experience more delays getting through mid-town Anchorage and out to the Glenn Highway than is desirable.

e. What are the relationships like between freight industry leaders?

Relations are generally positive – trucks, aviation, rail, and ports are business partners, competitors, and customers with one another, which requires cordiality. The Port maintains a good business relationship with the Alaska Railroad and Ted Stevens Anchorage International Airport (TSAIA) as three large facilitators in Alaskan commerce. This is especially important since the relationship must be dynamic under differing business circumstances – sometimes the facilities work together as business partners, sometimes they compete with one another, and sometimes they are customers of one other.

f. Are there any issues in competing land uses around the port in terms of development?

About three-quarters of the Port is bordered by Joint Base Elmendorf-Richardson (JBER) land, with whom the Port enjoys a cooperative relationship. The Port of Alaska leases property from JBER that comprises most of the rail area. The lease is competitive, but the Port would like to purchase that land. Also, the Port is working with base to lease additional property to store snow in an environmentally-compliant manner (in order to grow tenants and increase revenue streams). The remainder of the land bordering the Port is under railroad ownership, except for a small buffer between the Port and the Government Hill neighborhood. This buffer was purchased by the Port from the Department of Defense, and the Port would like to use the land for additional development, while the community would like it to be developed into a park. There is a need to find a fair, reasonable solution.

g. What alternate technology investments should the state or municipality be making that would have the greatest impact on the movement of freight in Alaska?

The Port has discussed handling equipment upgrades with one of its tenants, Matson. The company has stated they would buy and maintain cranes as part of a private sector contribution. The Port and Matson are negotiating a potential arrangement. Otherwise, the Port is fairly low-tech. Some opportunities for upgrades have been explored and implemented, such as cybersecurity, RFID readers, and card readers to control access in and out of Port facilities. Because the Port does not have its own Information Technology (IT) department, it depends on the Municipality of Anchorage's IT to help them keep technologies up-to-date and operating.

h. How can the LRTP/FP support your operations?

The LRTP/FP can support the Port by documenting the Port's challenges and needs, which can help the Port pursue grant funding needed for infrastructure improvements. While the needs are documented in Table 8A of the STIP, the state LRTP and FP can help further the understanding that the Port plays a major role as a statewide asset even though it is not state-owned. Additionally, *"Include the political and economic challenges in financing port facilities/improvements. Some may have to hear it for the first time, others more formally from an agency or organization that isn't the Port itself. We need others to advocate for us."* Again, resiliency matters more than redundancy in Alaska. We cannot always afford the cost to construct and maintain infrastructure for the long-term because the level of commerce does not always support a high level of redundancy.

Part 5 – Stakeholder Meeting Summaries

In addition to the meeting summaries included in Part 5 of this appendix, the LRTP project team presented at an additional four meetings throughout the planning process that resulted in no comments from the stakeholders. These meetings included:

- AMATS FAC – February 2021
- AMATS FAC – November 2021
- Alaska Statewide MPO Coordination Meeting – November 2021
- Southeast Conference – February 2022

Aviation Advisory Board

MEMORANDUM

Date: May 13, 2021

Kittelson Project No: 25697

To: Eric Taylor

From: Holly Spoth-Torres

Subject: Aviation Advisory Board Meeting Summary

Project Team Attendees

Eric Taylor (DOT&PF), Wende Wilber (Kittelson & Associates, Inc.), Holly Spoth-Torres (Huddle AK)

Summary

Eric, Wende, and Holly attended the Aviation Advisory Board (AAB) meeting on Thursday, May 13, 2021 to provide information about Alaska Moves 2050, the Alaska Statewide Long-Range Transportation Plan & Freight Plan. The following topics were covered during a 15-minute presentation:

- Holly gave a brief introduction, introduced the team, described performance-based planning, and the general stakeholder engagement approach.
- Wende outlined the project's planning context including population trends, economic and funding forecasts, and a brief description about the modes included in the plan. She described that the plan will identify at a policy level how to invest resources, implement programs, or develop projects. She also highlighted information from the Transportation Assessment relating to aviation.
- Holly summarized key upcoming project milestones including the first public outreach event in June 2021.
- Finally, the team asked the AAB the following question: If this long-range transportation plan could only accomplish one thing, what would it be? Comments included:
 - Commercial airlines are developing plans to achieve carbon neutral operations. Please consider incorporating this into the plan for aviation.
 - Alaska needs a maintained and reliable ferry system. A strong ferry system enhances aviation because the modes are linked. When the ferry isn't reliable people relocate out of southeast communities, having a negative impact on the aviation system as well.
 - The return on investments in Alaska's transportation system is very different for rural Alaska than it is for urban Alaska or commercial aviation. Special consideration needs to be given. Aviation in rural Alaska should focus on the basics – providing a safe and maintained runway system.
 - At the very least, one mode of transportation should be safe, viable, and maintained in every Alaskan community.
 - The traditional cost/benefit analysis doesn't work for rural Alaska. Alaska requires subsidies to maintain certain qualities of life. Alaskans shouldn't be apologetic about needing subsidies. If Alaska receives less subsidies in the future, the resulting effects in rural Alaska will be disproportionate.

Alaska Regional Development Organizations (ARDORS)

MEMORANDUM

Date: June 16, 2021

Kittelson Project No: 25697

To: Eric Taylor

From: Holly Spoth-Torres

Subject: Alaska Regional Development Organizations (ARDORS) Meeting Summary

Project Team Attendees

Claire Dougherty (Kittelson & Associates, Inc.), Holly Spoth-Torres (Huddle AK), Eric Taylor (DOT&PF)

Summary

Claire, Holly, and Eric attended the Alaska Regional Development Organizations (ARDORS) weekly update meeting on June 16, 2021, to provide information about Alaska Moves 2050, the Alaska Statewide Long-Range Transportation Plan & Freight Plan. The following topics were covered:

- Holly gave a brief introduction, introduced the team, described performance-based planning, and the general stakeholder engagement approach.
- Claire outlined the project's planning context including population trends, economic forecasts, data trends from the transportation analysis, and a brief description about the modes included in the plan.
- Holly summarized upcoming project milestones including the first public outreach event that launched June 9, 2021, the statewide survey, and other key project dates. Holly asked for the ARDORS' assistance in promoting the public involvement materials to their stakeholders.

General comments/questions received included:

- Comment: DOT&PF should consider ARDORS as a metric for consultation. ARDORS are the link to business communities.
- Question: How does the LRTP/FP relate to the STIP? How do we ensure that this isn't a plan that sits on a shelf? What is going to be different?
 - DOT&PF is working to incorporate performance-based planning into institutional framework to strengthen the link between the STIP and the LRTP/FP, improve transparency, and ensure that there are mechanisms to track and implement the plan based on data and metrics.
- Question: Do you have an assessment on current infrastructure and deferred maintenance value? Deferred maintenance costs alone may overwhelm the legislature – the plan should paint a realistic picture of the condition of existing infrastructure.
 - This will be a key element of the financial analysis memo later this summer.
- Comment: The plan should be creative and strategize on how to collaborate across sectors to accomplish big goals together. Transportation infrastructure is important as arctic infrastructure and should collaborate with the Department of Defense (DOD), the National Strategy on the Arctic (NSAR), and other international partners. We should identify needs, realistic price tags and not be afraid to pursue alternative funding opportunities. August 4th – Arctic Infrastructure Initiative – there is an infrastructure and climate policy panel work session. Please consider collaborating.

Governor's Tribal Advisory Council – Transportation Subcommittee

MEMORANDUM

Date: June 7, 2021

Kittelson Project No: 25697

To: Eric Taylor

From: Holly Spoth-Torres

Subject: Governor's Tribal Advisory Council Transportation Subcommittee Meeting Summary

Project Team Attendees

Claire Dougherty (Kittelson & Associates, Inc.), Holly Spoth-Torres (Huddle AK)

Summary

Claire and Holly attended the Governor's Tribal Advisory Council Transportation Subcommittee meeting on Monday, June 7, 2021 to provide information about Alaska Moves 2050, the Alaska Statewide Long-Range Transportation Plan & Freight Plan. The following topics were covered during a 15-minute presentation:

- Holly gave a brief introduction, introduced the team, described performance-based planning, and the general stakeholder engagement approach.
- Claire outlined the project's planning context including population trends, economic forecasts, data trends from the transportation analysis, and a brief description about the modes included in the plan.
- Holly summarized key upcoming project milestones including the first public outreach event launching June 9, 2021, the statewide survey, and other key project dates.
- General comments received included:
 - Even though data shows that population is trending downward in rural AK, please be aware that the population of Bethel is growing.
 - Due to the pandemic Bethel has seen an increase in online purchases. This information is important for the freight plan.
- Finally, Holly asked the committee the following question: If this long-range transportation plan could only accomplish one thing, what would it be? Comments included:
 - There is a significant opportunity for DOT&PF to partner with tribes and tribal organizations. Public-private-partnerships could be a powerful tool as a long-term transportation plan strategy. Additionally, as partners, tribes could potentially bring financial resources to the table (FHWA funds).
 - Please think about funding for transportation funding holistically. For example, as the State of Alaska addresses challenging issues across departments and sectors (energy, housing, education), maybe significant savings in one sector could create opportunities in another sector.

DOT&PF Interior Tribal Coordination Group

MEMORANDUM

Date: May 27, 2021

Kittelson Project No: 25697

To: Eric Taylor

From: Holly Spoth-Torres

Subject: Interior Tribal Coordination Meeting Summary

Project Team Attendees

Eric Taylor (DOT&PF), Wende Wilber (Kittelson & Associates, Inc.), Holly Spoth-Torres (Huddle AK)

Summary

Eric, Wende, and Holly attended DOT&PF's Interior Tribal Coordination meeting on Thursday, May 27, 2021 to provide information about Alaska Moves 2050, the Alaska Statewide Long-Range Transportation Plan & Freight Plan. The presentation was telephonic only and the presentation was emailed in advance. The following topics were covered during a 15-minute presentation:

- Holly gave a brief introduction, introduced the team, described performance-based planning, and the general stakeholder engagement approach.
- Wende outlined the project's planning context including population trends, economic forecasts, and a brief description about the modes included in the plan.
- Holly, Wende, and Eric summarized key upcoming project milestones including the first public outreach event in June 2021, the statewide survey, and other key project dates.
- Finally, the team asked the committee the following two questions: (1) If this long-range transportation plan could only accomplish one thing, what would it be? (2) How can the LRTP/FP best inform, engage, and update rural and tribal organizations as the plan develops. Comments included:
 - There are so many needs and unsafe roads in rural Alaska. The plan should identify appropriate funding sources. Communities and villages do not have the resources to fix the roads.
 - 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.
 - It is difficult for communities without a large tax base to achieve the FHWA Community Transportation Program match requirements. The LRTP/FP should help identify other appropriate ways for communities to provide the match requirement. Maybe Western Federal Lands Highways.
 - Although this plan won't identify specific projects and tie them to funding sources, the plan can help tie funding sources to project types.
 - Acknowledge that highways serve a dual purpose – both as community connectors as well as haul roads to access resources (Elliott Highway, for example).
 - The Interior Tribal Coordination Committee keeps great meeting notes, and the project team can review all past minutes to understand issues.
 - The LRTP/FP team should consider attending the sub-regional meetings in the fall.