

Roads and Highways Advisory Board Meeting

October 25th, 2018 – 9:00 AM – 12:00PM

Via Teleconference

Conference #+1 (646)749-3122

Access Code: 858-825-869

Anchorage: 550 W. 7th Ave, Atwood Building, Room 104

Fairbanks: 2301 Peger Road, Directors Office

Juneau: 3132 Channel Drive, 3rd Floor Room #325

<p><u>Board Members:</u> John Baker, Scott Eickholt, Donna Gardino, Daniel Hall, Anton Johansen, Harry McDonald, Howard Thies</p>

1. Call to Order
2. Board Roll Call to Establish Quorum
 - a. Welcome and Introduction of other participants
3. Phone Roll Call and Introduction of Those Present
4. Approval of Agenda
5. Approval of Minutes
6. Public Comments (3 minutes per speaker)
7. Chair's Remarks
8. Air Quality – Cindy Heil, DEC & Judy Chapman, DOT&PF
 - a. Potential for conformity lapse/freeze
 - b. Sanction clock timetable when SIP is not delivered by year end and implications on federal transportation funding
 - c. Administrative penalty author for DEC if Prop 4 passes
9. Long Range Transportation Policy Plan Presentation – Eric Taylor
 - a. State Freight Plan as mandated by the FAST act
10. Motor Fuel Tax
11. Board Comments
12. Next Meeting – TBD (telephone or in person)
13. Adjourn



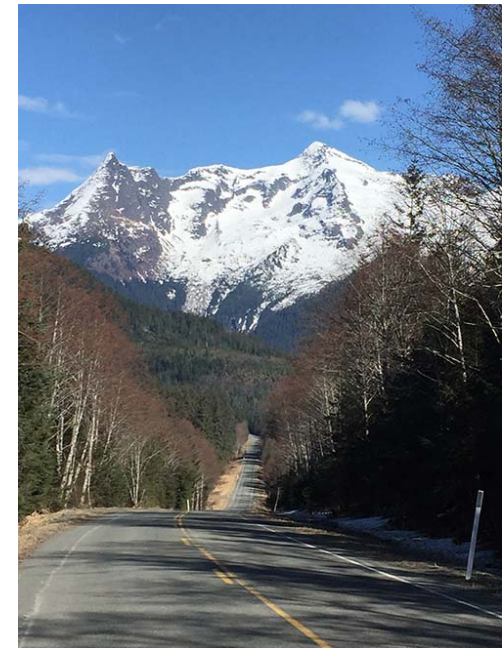
Alaska Department of Transportation & Public Facilities Statewide Long Range Transportation Plan & State Freight Plan

October 2018



Outline

- FAST – impacts to highway program
- Statewide Long Range Transportation Plan Update





DOT & PF

Our mission: *Keep Alaska moving through service and infrastructure.*

- More than 5,600 miles of paved and gravel federal and state highways
- 836 bridges
- 240 airports
- 21 small harbors
- A ferry system covering 3,500 nautical miles serving 35 coastal communities with 10 vessels



FAST Act

Fixing America's Surface Transportation Act

- 5-year highway and transit bill for Federal fiscal years 2016-2020
 - Funding surface transportation programs: \$305 Billion
 - Focus on National Highway System (NHS)
 - Performance-based program
- Relies on U.S. General Fund appropriations and other funding transfers.
- No recurring mechanism (new taxes or fees) to sustain or increase funding

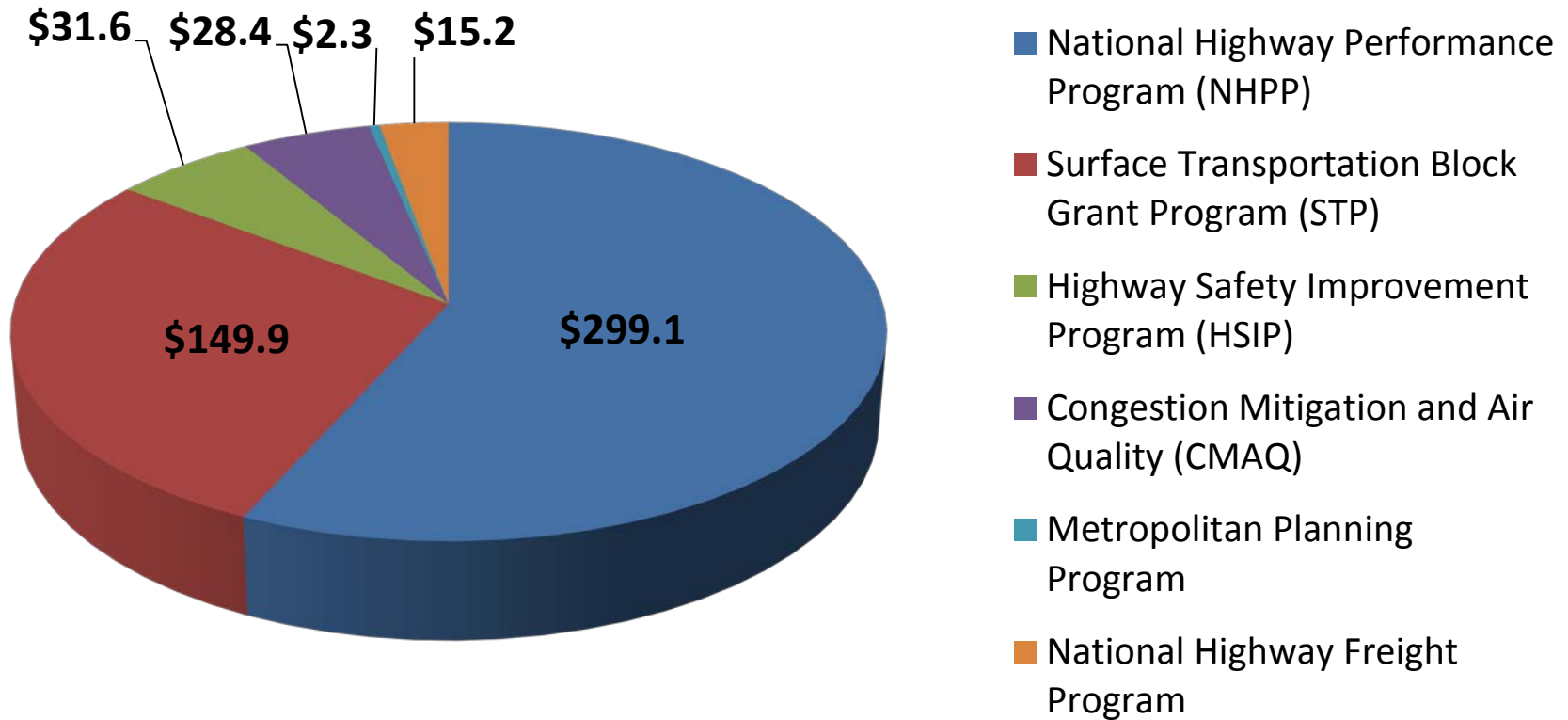


FAST Act

Funding Certainty for Five Years

- Congress passed FAST Act in December 2015
- Modest increase in total funding levels
 - Initial 5% FHWA increase and 16% FTA increase from 2015 to 2016, then 2% annual increases
- \$2.65 billion in FHWA apportionments to Alaska over five years
 - Averages \$531 million annually
- \$268 million in FTA apportionments to Alaska over five years
 - Averages \$53.6 million annually

2018 FAST Act Funding for Alaska



*Currently the federal government is operating under a Continuing Resolution for 2019

\$ in millions



FAST Act

FAST Act Policy Priorities

- Generally maintains MAP-21 programs and policy
- As in MAP-21, streamlining project delivery to reduce time and cost identified as priority
- Freight policy and freight network under dedicated National Freight Program
- Continues Performance Based Program Management
 - Federal Highway Administration's National Proposed Rule Making (NPRM) set goals for:
 - Safety
 - Pavement
 - Bridges



National Highway System: Alaska

U.S. Department of Transportation
Federal Highway Administration

- Eisenhower Interstate System
- Other NHS Routes
- Non-Interstate STRAHNET Route
- STRAHNET Connector
- Intermodal Connector
- Intermodal/STRAHNET Connector
- - - Unbuilt NHS Routes
- MAP-21 NHS Principal Arterials

- Census Urbanized Areas
- Department of Defense
- Water

- Airport
- Intercity Bus Terminal
- Ferry Terminal
- Truck/Pipeline Terminal
- Multipurpose Passenger Facility
- Port Terminal
- Truck/Rail Facility
- AMTRAK Station
- Public Transit Station

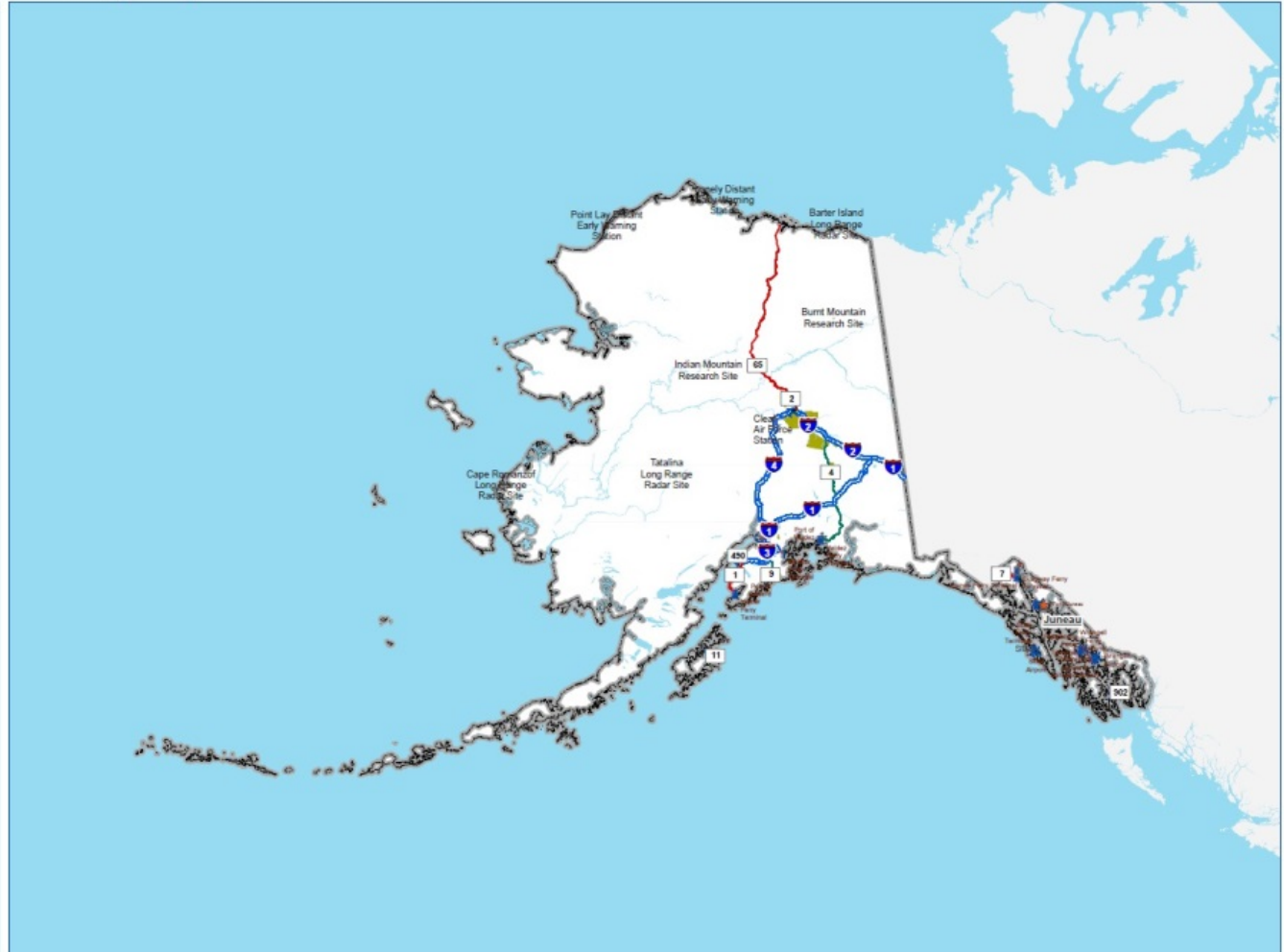
0 150 300

Miles

0 300 600

Kilometers

PHWA: March 25, 2015





FAST - National Performance Goals

- **Safety**
- **Infrastructure condition** (bridges and pavement)
- Congestion reduction
- System reliability
- Freight movement & economic vitality
- Environmental sustainability
- Reduced project delivery delays

NHS



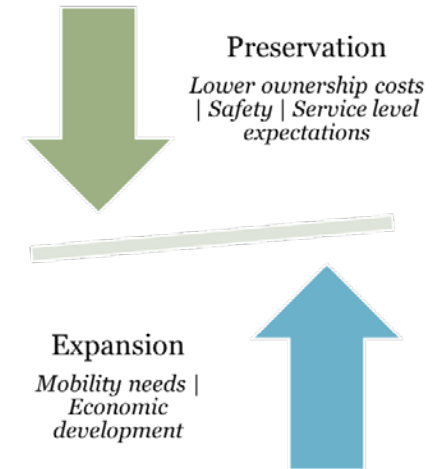
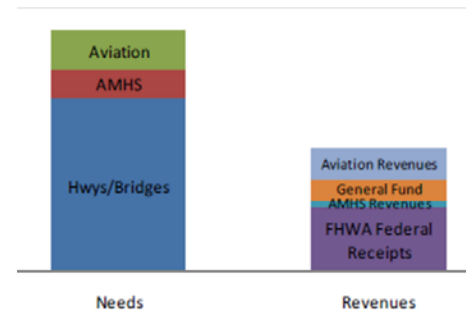
What's Covered in the LRTP?

- Identifies:

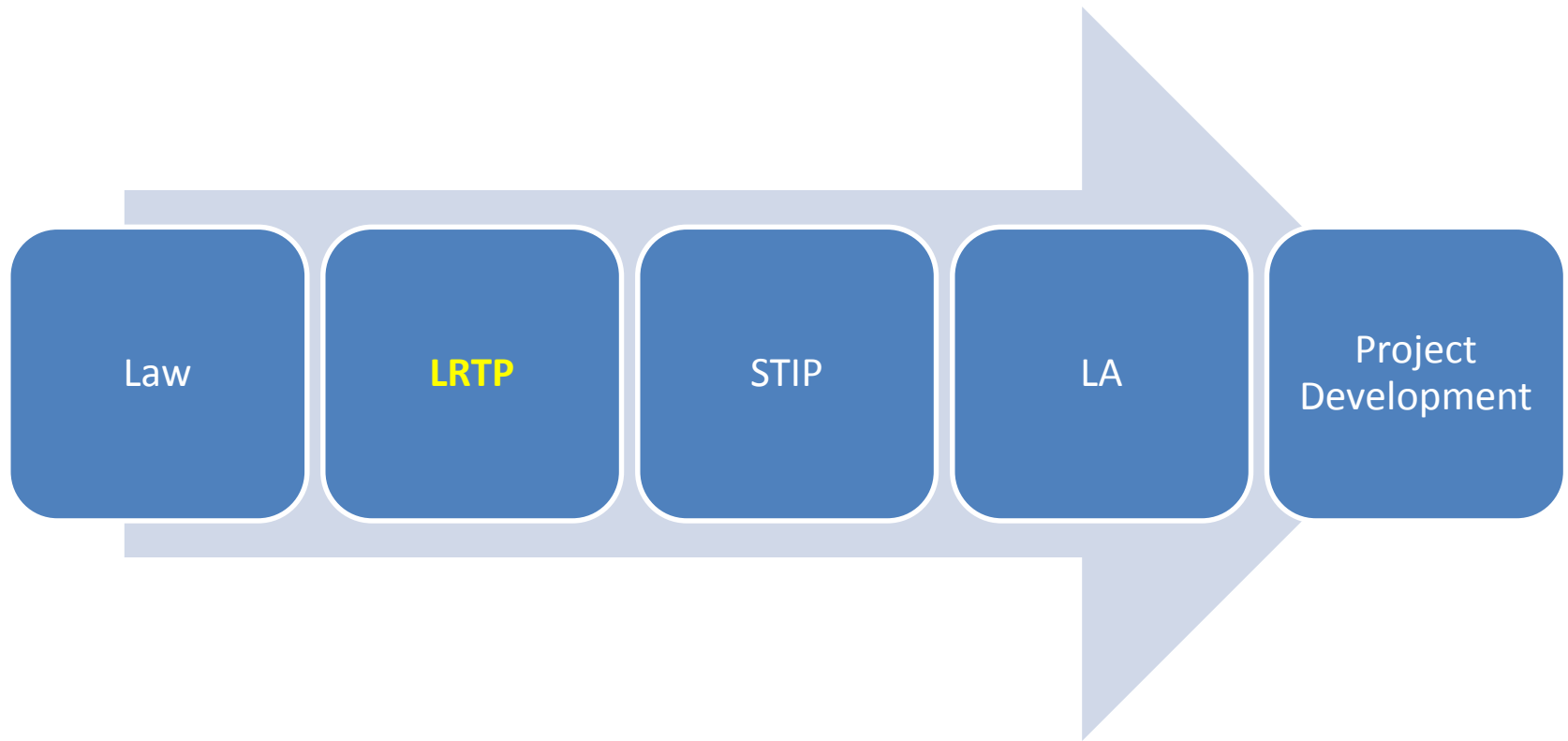
- *Long-term, system-wide needs*
- *Policies, Strategies and Actions*
- *Funding opportunities*
- *Freight component*

- State and National priorities

- *Live within our means*
- *Focus on our priorities*
- *Maintain what we have*
- *Finish what we have started*
- *Keep Alaska Moving to Keep Alaska Strong*



L RTP role in Project Selection



Plan overview

VISION

THE 2036 VISION FOR THE TRANSPORTATION SYSTEM IS TO PROVIDE A NETWORK THAT ENABLES A ROBUST AND GROWING ECONOMY AND MEETS THE MOBILITY NEEDS OF THE STATE'S RESIDENTS

POLICY GOALS AND ACTION

NEW FACILITIES

MODERNIZATION

SYSTEM PRESERVATION

SYSTEM MANAGEMENT
AND OPERATIONS

ECONOMIC
DEVELOPMENT

SAFETY AND SECURITY

LIVABILITY, COMMUNITY
AND ENVIRONMENT

TRANSPORTATION
SYSTEM PERFORMANCE

TRENDS AND RISKS ADDRESSED

TRAVEL DEMAND/
GROWTH
• POPULATION
• ECONOMY

DELIVERY/SUPPLY
• SYSTEM CONDITIONS
• ASSET MANAGEMENT
EXPENDITURES

PUBLIC POLICY, ALASKA'S
EXPECTATION AND
FINANCIAL CAPACITY
• FUNDING
• CUSTOMER EXPECTATION

CLIMATE CHANGE
AND EXTREME
WEATHER EVENTS



Trends

Population

- ↘ Anchorage/Mat-Su population growth (40%)
- ↘ Most other regions flat/slow growth
- ↘ Few population centers – rest of the population is dispersed
- ↘ Senior and veteran population growing fast - higher than the national average
- ↘ 47% of new construction in state in Mat-Su

Economy

- ↘ Job growth forecast highest in education and health services
- ↘ Anchorage will continue to be primary center of employment
- ↘ Volatile economy affected by global energy demand, strong underlying performance

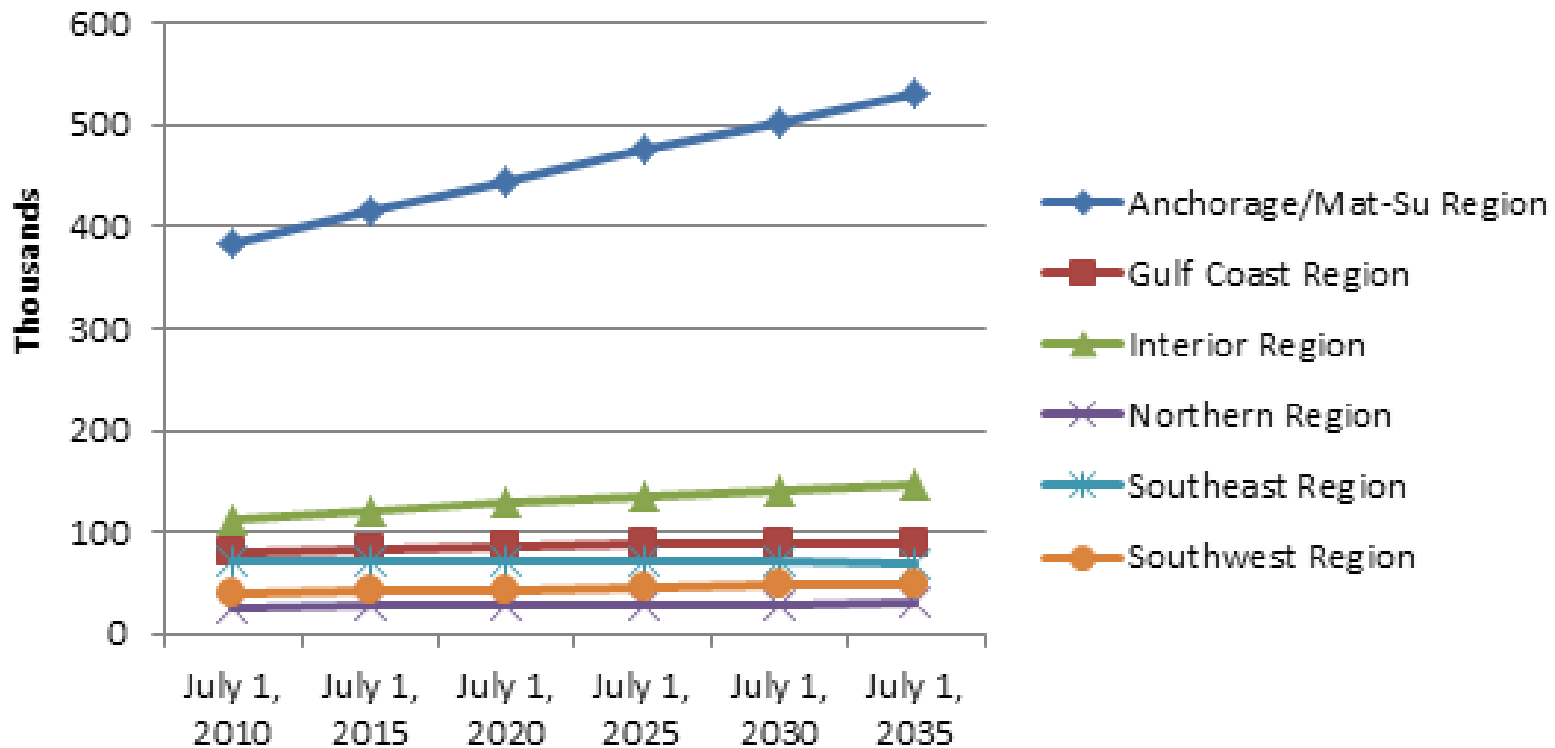
Travel Demand

- ↘ Increase in number of vehicles, but not miles traveled
- ↘ Higher demand/capacity needs in urban areas
- ↘ More connections between population centers
- ↘ Increased demand for public transit



Population Projections

Alaska Population Projection, by Region (2010-2035)

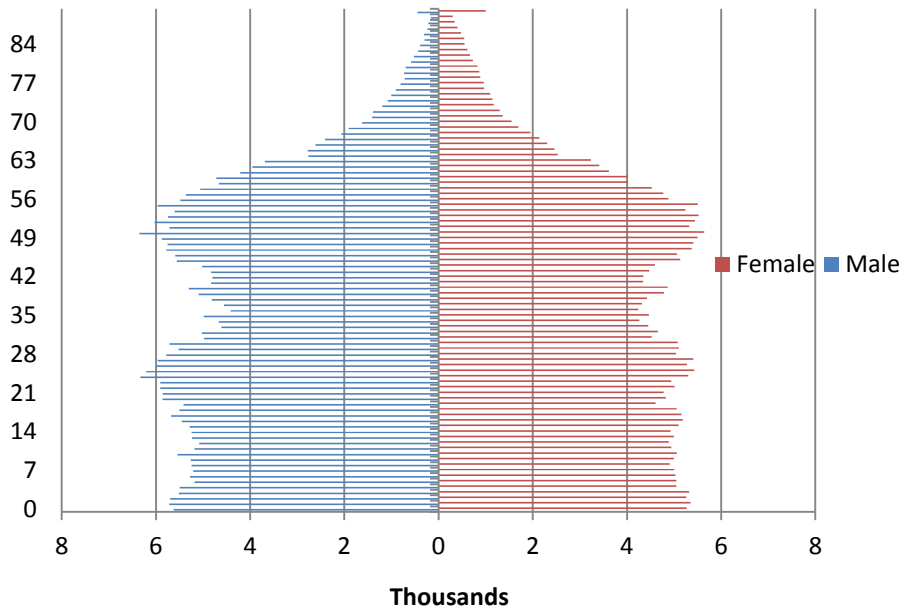




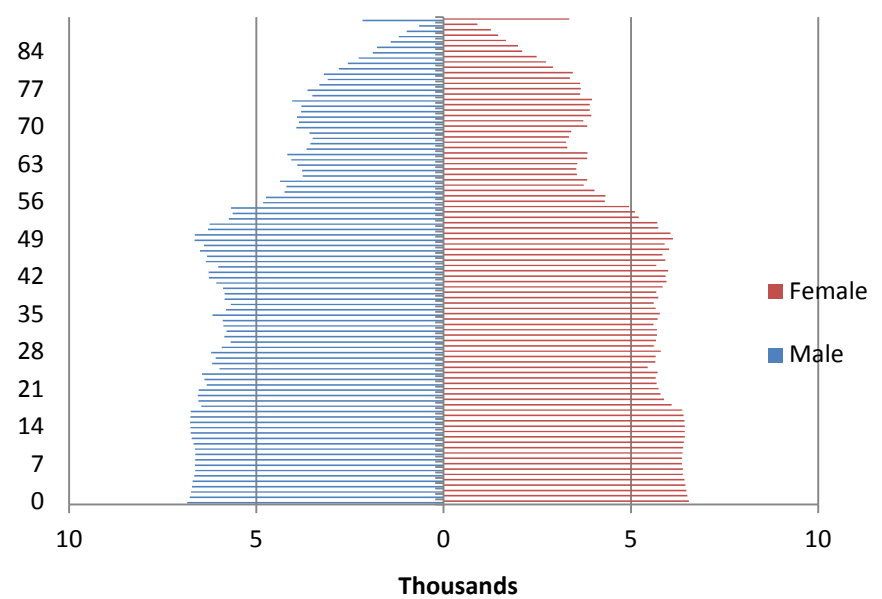
Population by Age and Gender

- Alaska has the fastest growing population of seniors in the country, which will affect transportation needs

Alaska Projected Population by Age and Gender, 2010



Alaska Projected Population by Age and Gender, 2035





2040 Freight Forecast

Base forecast is for lower tonnage

- ***Strong growth in electronics and machinery***
 - Both pass-through and in-state, by air
- ***Strong growth in metallic ores***
 - Export, by water
- ***Some growth in misc. manufactured goods, transportation equipment, pharmaceuticals, other consumer goods***
- ***Little change in coal, gasoline, fish***
- ***Significant decline in crude petroleum***
 - Reduced domestic movements by pipeline and water



Developing the Plan

Risk-based trends analysis and impacts to system performance

Develop plan goal statements

Update policies, strategies & actions

Prepare draft long-range plan

Public Involvement Activities

← Transportation Stakeholder Group meeting

← Freight Advisory Committee meeting

← Presentations: *AML, BIA Providers, AK Legislature*

← Online open house





Plan Outline

Policy Plan

- Introduction
- Mission & Vision
- Transportation System at-a-glance
- Trends we need to plan for; risk-based planning approach
 - Demand and Growth
 - Delivery/Supply
 - Public Policy
 - Climate Change
- Policies & Actions





Policy/Action Areas; Strategies

New Facilities	Modernization	System Preservation	System Management and Operations
Economic Development	Safety and Security	Livability, Community and Environment	Transportation System Performance

1. Align outcomes, plans and projects based on performance-based resource allocation
2. Manage the system to increase performance and reduce risk
3. Increase revenue and provide accountability





Plan Outline

- Trends and System Analysis

Introduction and Background

- Guiding Principles
- Regulatory context
- Vision, Goals, Objectives , Performance Measures
- Stakeholder and Public Outreach
- Key Characteristics and Trends

Needs Analysis by mode

Finance Summary



Plan Outline

Freight Element

Freight System Analysis

- Freight Demand Drivers
- Freight System Elements
- Trends
- Opportunities and Needs
- Freight Goals, Policies and Actions
- Freight Performance Measures

Freight Element Implementation Guidance

- Addresses FAST eligibility requirements for State Freight Plan not met by Freight System Analysis





Plan Outcomes

Policies and Actions that:

- Focus on NHS routes (safety, freight, mobility, economic development)
- Develop asset management tools and link to project selection
- Measure system performance
- Promote best practices, cooperative partnerships, transparency and accountability



Performance Measures

- Safety – fatalities, fatality rate, serious injuries, serious injury rate, non-motorized fatalities and serious injuries
- System Preservation – Pavement condition interstate and non-interstate NHS, NHS bridge condition good and poor
- System Performance – Level of travel time reliability interstate and non-interstate NHS
- Freight Performance – Truck Travel Time Reliability Index interstate
- Emission Reductions in non-attainment areas



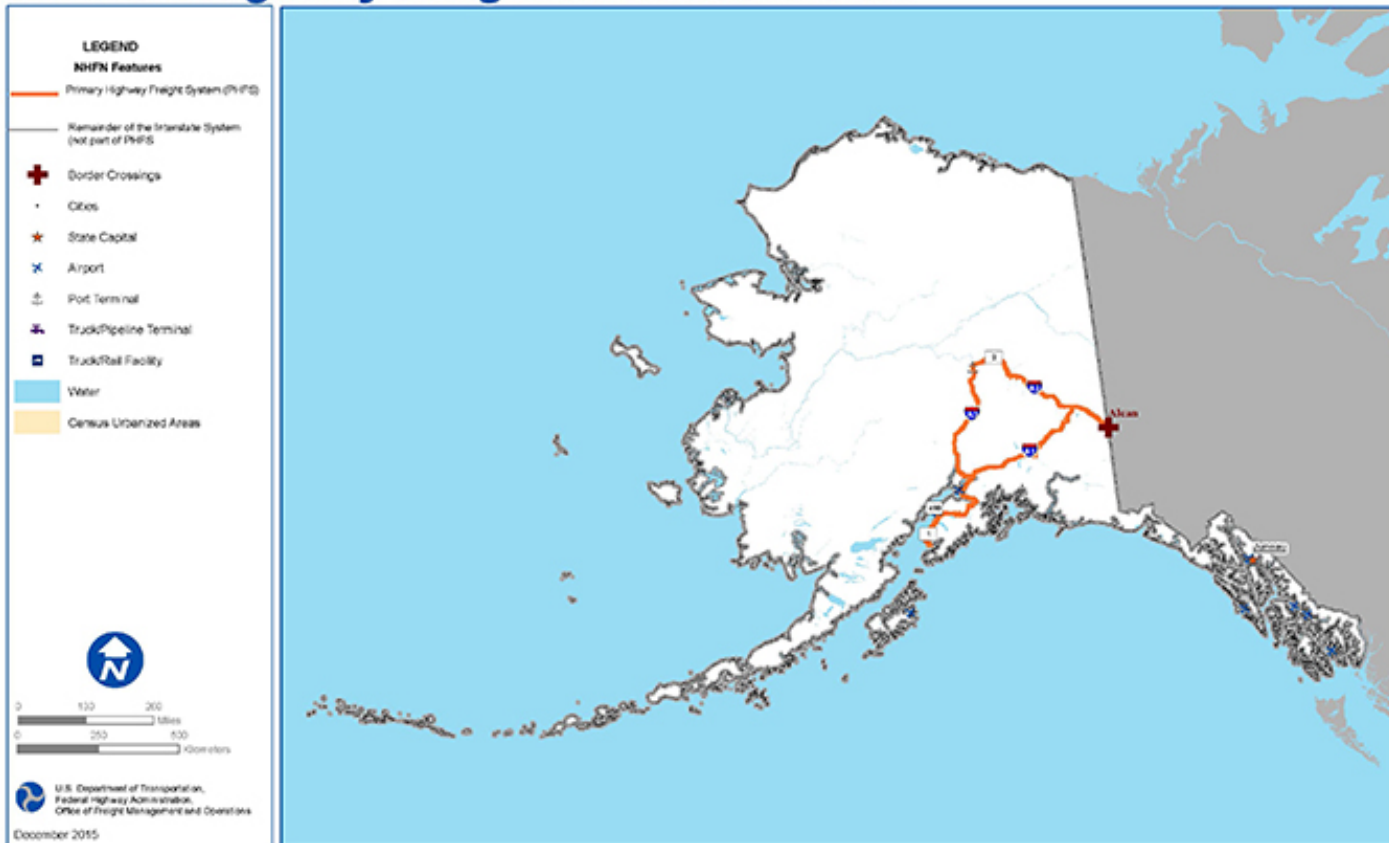
Performance Targets

Measure	Baseline	2-Yr Target	4-Yr Target
Pavement Interstate Good			20%
Pavement Interstate Poor			10%
Pavement non-IS Good	35.6%	15%	15%
Pavement non-IS Poor	29.9%	15%	15%
NHS Bridges Good	39.4%	40%	40%
NHS Bridges Poor	6.4%	10%	10%
LOTTR Interstate	95.5%	92%	92%
LOTTR non-IS			70%
TTTR Index Interstate	1.84	2.0	2.0



Highway Freight Network

National Highway Freight Network: Alaska





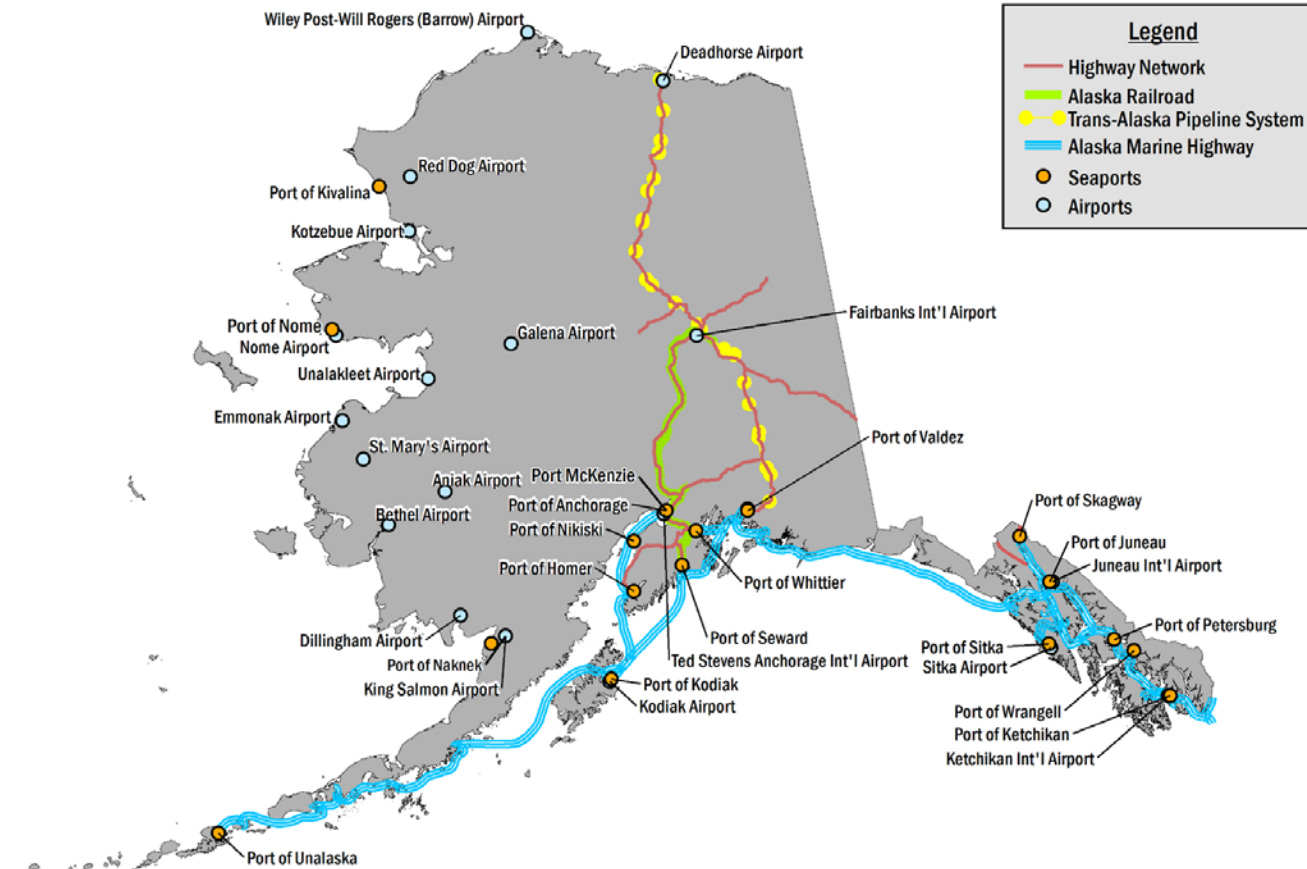
Critical freight corridors

- CUFC max limit – 122.22 miles (urban)
 - 14.8 miles designated in FMATS
- CRFC max limit – 244.45 miles (rural)
 - Dalton Highway MP 0-235 designated





Proposed Alaska Multimodal Freight Network





Website: www.dot.alaska.gov/lrtpplanupdate

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