“Projects, Programs and Partnerships,”

What We’ll cover today...

• Project Opportunities

• IIJA Implementation – Funding Programs
  • LRTP & New “Family of Plans”
  • “Family of Programs” and Schedule
  • Planning Regulations

• Partners: Building Capacity to Build Alaska
  • Scan of current process
  • Key challenges & opportunities
  • Discussion
DOT&PF Transportation Plan “Family”

**Long-Range Transportation Plan**
Multimodal Statewide Plan

**Strategic Investment Plans**
From LRTP:
1. Goals, Policies & Actions
2. Regional Priorities
3. Information on transportation modes (land, air, sea)

What they do: Line out how we will make investments

**Modal & System Plans**
From LRTP:
- Goals, Policies & Actions
- Modal Key Opportunities

From Strategic & Investment Plans:
- Funding Distribution
- Fiscal Constraint
- Program Objectives & Criteria

**Regional & Area Plans**
From LRTP:
- Goals, Policies & Actions
- Transportation Priorities by Region

From Strategic & Investment Plans:
- Funding Distribution
- Fiscal Constraint

**TIER I Plans**

**TIER II Plans**

**TIER III Plans**

**TIER IV Plans**
Modal Key Opportunities
Examples, Not All-Inclusive

AMHS

Key Opportunities
- Develop a statewide Ferry Plan as part of the family of plans. The IJIA includes ferry-specific funding, including funds for a new ferry and a program to fund pilot-project electric or low-emitting ferries. A provision in the bill requires at least one of those pilot tests be conducted in the state with the most qualifying marine highway system miles—Alaska. A statewide plan would identify key needs and funding sources beyond the five years covered by the IJIA.
- Adequately fund operations and maintenance. AMHS is challenged today with operating and maintaining the system and providing reasonable levels of service at a cost the state can afford. This includes vessel refurbishment and recertification to keep vessels safe and compliant with federal regulatory standards and attractive to customers.
- Proactively plan for workforce needs. There is a nationwide shortage of maintenance workers to operate and maintain ferries.

Rural Aviation

Key Opportunities
- Continue to improve the resiliency of rural airports with innovations in technology and seasonal solutions, like ice roads. Outside of major cities like Anchorage and Fairbanks, the lack of local supplies and infrastructure makes airport development challenging. Rural airport construction and maintenance activities require shipping equipment and materials to remote sites, which can in some cases be accomplished via seasonal ice roads.
- Continue to support installation of automated weather stations and certified Instrument approach procedures to provide access to rural airports during poor weather conditions. Combined, these two efforts will increase the safe and efficient movement of goods and people in rural communities.
- Continue to advocate for the federal ABS and PAS programs, which play significant roles in ensuring minimum levels of passenger and freight service at lower costs.
- Proactively plan for workforce needs. The vast majority of rural airports do not have the resources to provide active airport management, including airport inspections and oversight of maintenance and capital improvements.

Roads & Highways

Key Opportunities
- Adequately fund operations and maintenance. Operations and maintenance funding has decreased 20 to 30 percent in the past five years, creating a substantial increase in deferred maintenance. Any expansion of the roadway network to improve efficiencies, access new areas, and/or increase resiliency will increase this backlog unless adequate and predictable funding is established for operations and maintenance.
- Incorporate risk and resiliency considerations into planning, programming, and project development, especially on multimodal corridors and key supply chain routes. Lack of roadway network redundancy means that infrastructure damage or network interruptions resulting from natural or human-made events could disable a connecting roadway and cut communities and revive traffic for long periods.

Transit

Key Opportunities
- Adequately plan for and provide first- and last-mile public transportation. Improving connectivity to other modes, including active transportation, rail, ferries, and ports, will make transit an attractive option for more people.
- Develop a Transit Plan as part of the family of plans with an emphasis on stable funding. Providers that rely on state sources experience difficulties as the overall economy fluctuates and state revenue declines. The IJIA federal funding bill provides dedicated transit program funding, particularly for rural and tribal communities for the next five years. A shared statewide vision would assist with allocating funds and leveraging required federal match dollars.

Active Transportation

Key Opportunities
- Implement the 2019 Alaska Statewide Active Transportation Plan (ASATP) and local active transportation plans. The ASATP specifies several laws, policies, and procedures that could enhance the safety of all road users, such as a complete streets policy, a safe passing distance law, and a vulnerable user law.
- Gather data on pedestrian and bicycle facilities, volumes, and safety. There is no statewide data set of pedestrian and bicycle facilities or volumes. This hinders an agency’s ability to make informed decisions regarding facility needs and priorities. Pedestrian and bicycle crashes are also likely underreported, especially in rural areas.
- Coordinate and collaborate with local agencies and jurisdictions on priority routes for winter maintenance. With decreasing state funding, maintaining these facilities will become more difficult, especially in urban areas where demand for year-round use is increasing.
- Focus on connecting different modes of transportation with pedestrian and bicycle facilities to accommodate residents and visitors. For example, in rural hubs, active transportation infrastructure connects people who do not have vehicles to services and/or seasonal employment. As noted in the Southwest Alaska Transportation Plan Update, non-resident pedestrians, such as tourists and seasonal workers, can significantly increase pedestrian activity in small communities but may not understand how the local system functions.
LRTP GOAL AREAS

OUR “WHAT” – INVESTMENT AREAS

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

OUR “HOW” – FOCUS AREAS

1. Strategic Partners
2. Stewardship of the System
3. Innovation
4. Performance-based Management
Family of Programs
## IIJA Programs, Existing & New

<table>
<thead>
<tr>
<th>Program Examples</th>
<th>State</th>
<th>MPO</th>
<th>Local</th>
<th>Tribe</th>
<th>PA*</th>
<th>Territory</th>
<th>FLMA*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Apportioned programs (formula)</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bridge Program (formula)</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>✔</td>
</tr>
<tr>
<td>National Electric Vehicle Formula Program</td>
<td>✔</td>
<td></td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Safe Streets and Roads for All program</td>
<td></td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td></td>
<td></td>
<td>✔</td>
</tr>
<tr>
<td>PROTECT Grants (discretionary)</td>
<td>✔</td>
<td>✔</td>
<td></td>
<td>✔</td>
<td>✔</td>
<td></td>
<td>✔</td>
</tr>
<tr>
<td>Charging and Fueling Infrastructure Program</td>
<td>✔</td>
<td>✔</td>
<td></td>
<td>✔</td>
<td>✔</td>
<td></td>
<td>✔</td>
</tr>
<tr>
<td>Congestion Relief Program</td>
<td>✔</td>
<td></td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bridge Investment Program (discretionary)</td>
<td>✔</td>
<td>✔</td>
<td></td>
<td>✔</td>
<td>✔</td>
<td></td>
<td>✔</td>
</tr>
<tr>
<td>Reconnecting Communities Pilot Program</td>
<td>✔</td>
<td>✔</td>
<td></td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rural Surface Transportation Grants</td>
<td>✔</td>
<td></td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>INFRA</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td></td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Nat’l Infra. Project Assistance</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td></td>
<td></td>
<td>✔</td>
</tr>
<tr>
<td>Local and Regional Project Assistance</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td></td>
<td>✔</td>
</tr>
</tbody>
</table>
Family of Programs

Existing Programs
1. Solicitations
   1. CTP & TAP
2. State Programs
   1. HSIP, PM, Bridge, Culverts, Research, etc.

New Programs
1. Solicitations
   1. Ice Roads & Seasonal Roads
   2. Resiliency & Coastal Protection
   3. Rural Ports, Docks & Barge Landings
   4. Community Bridge Program
   5. Sustainable Transportation Program
2. State Programs
   1. Carbon Reduction
   2. PROTECT
# ICE ROADS & SEASONAL ROADS

<table>
<thead>
<tr>
<th>Cycle</th>
<th>Annually</th>
</tr>
</thead>
<tbody>
<tr>
<td>Timeline</td>
<td>10/17 – Pre-notice</td>
</tr>
<tr>
<td></td>
<td>10/24 – NOFO</td>
</tr>
<tr>
<td></td>
<td>11/8-9 – Ice Road Symposium</td>
</tr>
<tr>
<td></td>
<td>11/11 Applications Due</td>
</tr>
<tr>
<td></td>
<td>11/14 Scoring &amp; Evaluation</td>
</tr>
<tr>
<td></td>
<td>11/30 Awards</td>
</tr>
<tr>
<td>Amount</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>Eligible Activities</td>
<td>Planning, Preparation, Surveying, Ice</td>
</tr>
<tr>
<td></td>
<td>Road Construction, Maintenance &amp; Operations, Safety Measuring &amp; Observing, Marking, Closures</td>
</tr>
<tr>
<td>Eligible Entities</td>
<td>Cities, Villages, Tribes &amp; Political sub-division of government</td>
</tr>
</tbody>
</table>
# RESILIENCY & COASTAL PROTECTION PROGRAM

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Cycle</td>
<td>Every 2 years</td>
</tr>
<tr>
<td>Anticipated NOFO</td>
<td>CY2023 Quarter 2</td>
</tr>
<tr>
<td>Funding Amount</td>
<td>$32,000,000</td>
</tr>
<tr>
<td>Eligible Activities</td>
<td>Resiliency Planning, Twice-Hit Assets, Critical Community Access, Evacuation Routes, At-Risk Coastal Community Protection</td>
</tr>
<tr>
<td>Eligible Entities</td>
<td>Local or community government, Villages, Tribal entities, &amp; Political subdivisions of government</td>
</tr>
<tr>
<td><strong>Rural Ports, Docks &amp; Barge Landings</strong></td>
<td></td>
</tr>
<tr>
<td>----------------------------------------</td>
<td></td>
</tr>
<tr>
<td><strong>Cycle</strong></td>
<td>Every 2 years</td>
</tr>
<tr>
<td><strong>Anticipated NOFO</strong></td>
<td>CY2023 Quarter 2</td>
</tr>
<tr>
<td><strong>Funding Amount</strong></td>
<td>$27,000,000</td>
</tr>
</tbody>
</table>
| **Eligible Activities**                | Rural Ports, Docks, & Barge Landings  
                                      | Rural Coastal Infrastructure |
| **Eligible Entities**                  | Local or community government, Villages, Tribal entities, & Political sub-divisions of government not connected by roads |
# Community Bridge Investment Program

<table>
<thead>
<tr>
<th>Cycle</th>
<th>Every 2 years</th>
</tr>
</thead>
<tbody>
<tr>
<td>NOFO</td>
<td>CY2023 Quarter 1</td>
</tr>
<tr>
<td>Amount</td>
<td>$54,000,000</td>
</tr>
<tr>
<td>Eligible Activities</td>
<td>Bridges on the National Bridge Inventory (NBI)</td>
</tr>
<tr>
<td></td>
<td>Replacing Poor Bridges</td>
</tr>
<tr>
<td></td>
<td>Rehabilitating Fair Bridges</td>
</tr>
<tr>
<td></td>
<td>Bridge Preservation &amp; Protection</td>
</tr>
<tr>
<td></td>
<td>Tribally owned bridges on public roads</td>
</tr>
<tr>
<td></td>
<td>Projects that replace/rehab culverts on the NBI</td>
</tr>
</tbody>
</table>

| Eligible Entities | Local or community government, Villages, Tribal entities, & Political sub-divisions of government |
Partnerships
Expanding Capacity

Cooperative Partnerships

- AML MOU
  - Clearinghouse “The HUB”
  - AML Hosting NHI Courses

- AEA MOA
  - NEVI Plan & STEP

- DNR MOA
  - ASTAR PEL

- Team-Embedded Consultants

- Federal Land Managers

- More Local Planning
  - Institute RPO framework; RTPO statutes
  - Coordinate with land-use, ‘Plan for People’

- Looking for more Partners!
Discretionary Grants
Examples, not all-inclusive

- Port Improvement Development Projects
  - Pelican - $12,170,374
  - Auke Bay - $8,714,550
  - Cordova, Chenega, and Tatitlek Port Bundle - $28,248,386

- MEGA/INFRA/Rural
  - TRV - $194,922,000
  - Cordova, Chenega, and Tatitlek Port Bundle - $25,109,676

- NOAA Fish Passage
  - Three Mile Creek - $5,614,228

- Culverts for Anadromous Fish Passage
  - NOFO just announced!

- Rural Ferry and Low/No Emission Ferry Program
  - TRV Propulsion - $85,610,480
  - Mainliner Planning - $8,591,616
  - Auke Bay, Pelican, and PWS Docks - $48,164,658
  - Columbia, Tazlina, Matanuska, and Kennecott Vessel Bundle - $72,065,545
  - Operating - $44,823,800

- Bridge Improvement Program
  - Kodiak Russian and Sargent Rivers – planning - $1,288,000
  - Ketchikan Ward Creek – construction - $23,138,428.26
  - Johnson and Gerstle River bundle – construction - $73,901,504

>$850M Submitted through Partnership
Regional Rural Transportation Planning:
State Models for Local Consultation, Regional Coordination, and Regional Transportation Planning Organizations

What works for Alaska?

Various structures:

• Regional Transportation Planning Organization
• Regional Planning Commissions
• Regional Councils of Governments
• Regional Planning Councils
• Regional Planning Agencies
• Regional Development Organizations

• Regional Planning Organization*
RPO's + ARDORs... Is there a Nexus?

1. Existing Structures
2. Existing Boundaries
3. Land Use Connection?
4. Local Prioritization?
5. Area Plans?
It’s tough being the first, but the DOT staff are helping us, and we are figuring it out together. The biggest take away is not to rush in, have your policies and procedures in place.

-Jen Rosenthal
Copper Valley RPO
Questions?
Thank you!