



Alaska DOT&PF Statewide Long Range Plan Update



2030 Let's Get Moving!

Alaska Statewide Long-Range Transportation Policy Plan Update

Institute of Transportation Engineers

February 26, 2008

Why Another Plan?

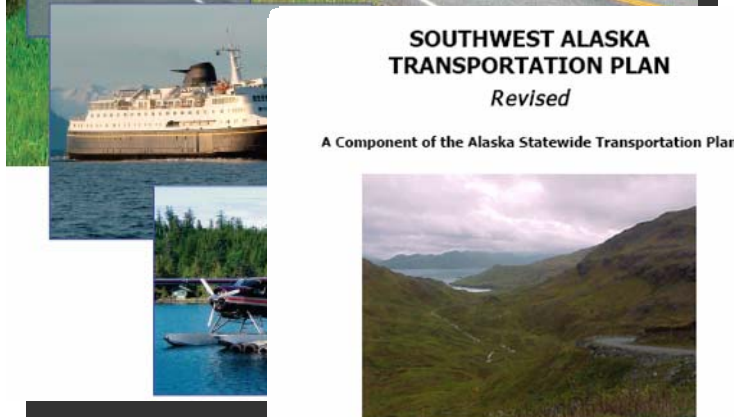


Long Range Transportation Plan

banks Metropolitan
Transportation System
-2025

**Northwest Alaska
Transportation Plan**
Community Transportation Analysis

*An Element of the
Alaska Statewide Transportation Plan*

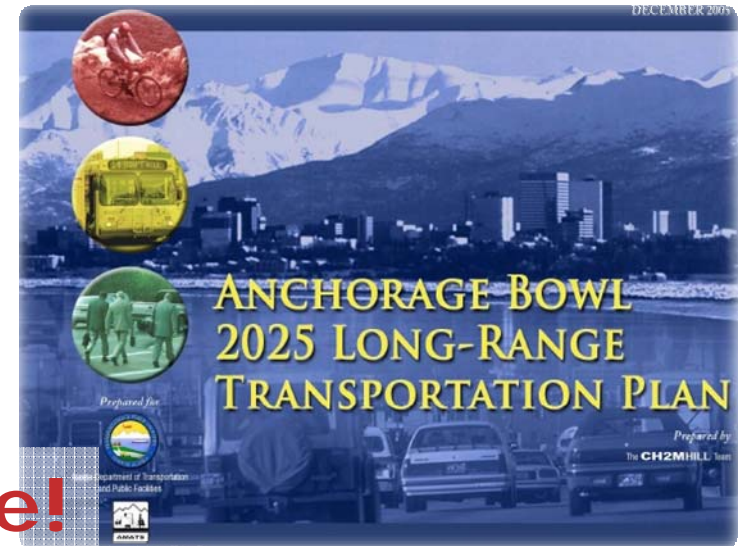


A Component of the Alaska Statewide Transportation Plan



Prepared for the

Alaska Department of Transportation and Public Facilities



...and there are more!

Long Range Transportation Policy Plan - Plan Purpose



The plan will

- Set policy direction
- Be system level
- Address all modes
- Address DOT&PF responsibilities as the owner
- Communicate issues

Will not be

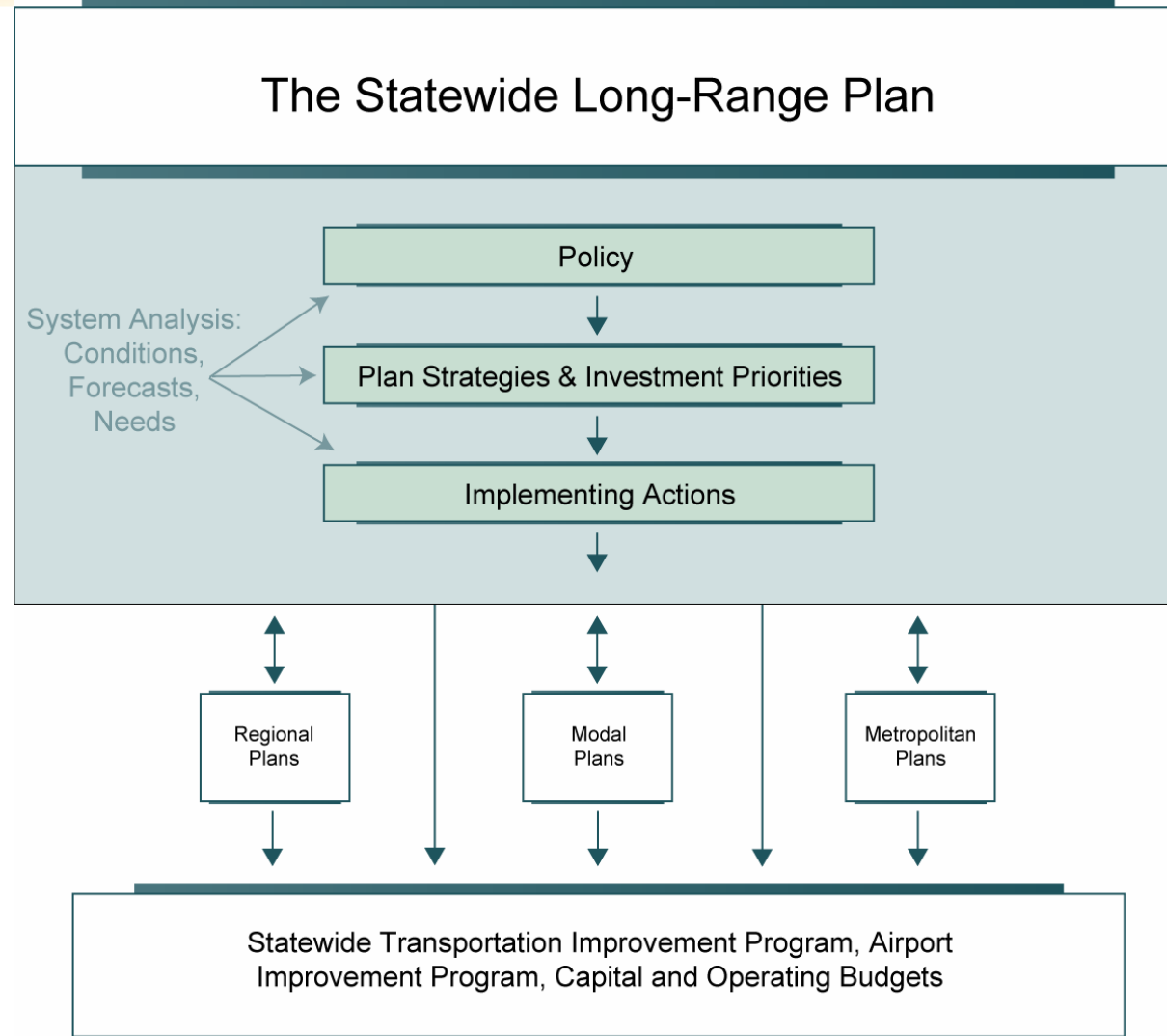
- Comprehensive list of projects
- Unrealistic
- Too general

AS 44.42.050 State Transportation Plan



- (a) The commissioner shall develop a comprehensive, intermodal, long-range transportation plan for the state. The plan **may be developed in multiple documents** that address logical components, including geographic areas, modes of transportation, transportation corridors, systems, and other distinct subjects relevant to transportation planning. The components of the plan shall be revised as the commissioner determines appropriate. In developing and revising the state plan, the commissioner shall conform to the requirements for the eligibility and use of federal and other funds, as applicable. Upon approval of each component of the plan by the commissioner, the commissioner shall transmit notice of the approval of that component to the governor and to the legislature.

Relationship of SWLRTP component documents



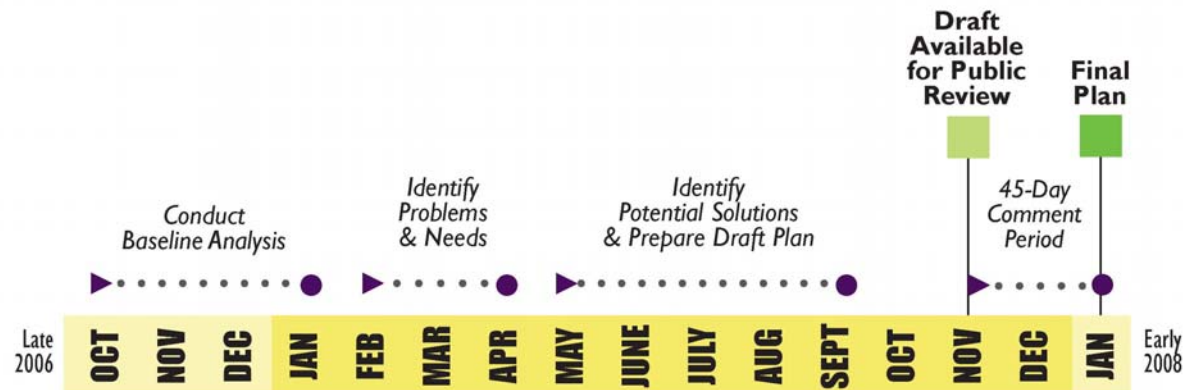


Public Involvement

- Procedure developed for *Vision:2020* Update in 1990s; incorporate latest federal regulatory requirements
- TSG (advisory) - Focus group approach, statewide and region transportation users and providers
- PRG (required and voluntary)
- Newsletters
- Primary info/feedback conduit web-based



Planning Timeline



Plan Schedule



-  Transportation Stakeholders Group Meetings
-  Public Meetings
-  Presentations

For meeting and presentation dates and times, go to www.dot.alaska.gov/2030

TSG Meeting #1 - Anchorage

TSG Meeting #2 - Wasilla

Public Open House Meeting #1 - Wasilla

Southeast Conference - Skagway

AK Transportation Transit Conference - Fairbanks

Public Open House Meeting #2 & TSG Meeting #3 - Fairbanks

AK Professional Design Council Forum, AK Conservation Alliance - Anchorage

AK Association of Municipal Managers - Fairbanks

Associated General Contractors of Alaska - Anchorage

Public Meeting #3 - Anchorage

Survey form



2030 Let's Get Moving!

Alaska Statewide Long-Range Transportation Policy Plan Update



SURVEY

The Statewide Long-Range Transportation Policy Plan (LRTPP) Update, which covers all modes of transportation and focuses on the "big picture" not individual projects, will develop policies designed to better meet Alaska's transportation needs through the year 2030.

We invite you to take a look at our survey questions and write down your comments on this form or

send a separate letter, e-mail, or fax, or give us a call (contact information is on the next page). Your thoughts and ideas are welcome throughout the project (see the Plan Schedule on the back of this sheet for details). For more information about the statewide plan, visit the website at: www.dot.alaska.gov/2030



1. What do you believe are the most significant transportation issues facing the state today?

4. What do you think are the top priorities for a statewide transportation plan to address to be of most value to the state and your community/region?

2. What specific transportation improvements are needed for your community today?

5. Several indicators show the current level of available federal funds will not meet the current transportation needs and provide for future growth where necessary. If this is the case, would you be inclined to support some form of state transportation program that annually supplemented the current federal program?

YES NO

3. What do you believe are the key long term (over the next 20 years) issues facing local and state government agencies that provide transportation facilities and services?

6. Other comments?

(Optional)

Name: _____ Position/Organization: _____

Address: _____ City/State/Zip: _____

Phone: _____ *E-mail: _____

Please include me on the project mailing list.

* We encourage you to provide your e-mail address if you'd like to receive information. It's environmentally friendly, saves taxpayer money, and gets the information to you faster than print and mail.

Plan Outcomes (partial list)



- Alaska Transportation Fund SB 236/HB 322
- Area transportation plans will
 - Prioritize solutions by near-term, medium term and long-term
 - Identify resources needed
 - Propose approaches to funding
- Increased public appreciation of financial realities
- 104 comments on draft, 25% used form format
- Much interest in LSR&T, ports and harbors



The main issues

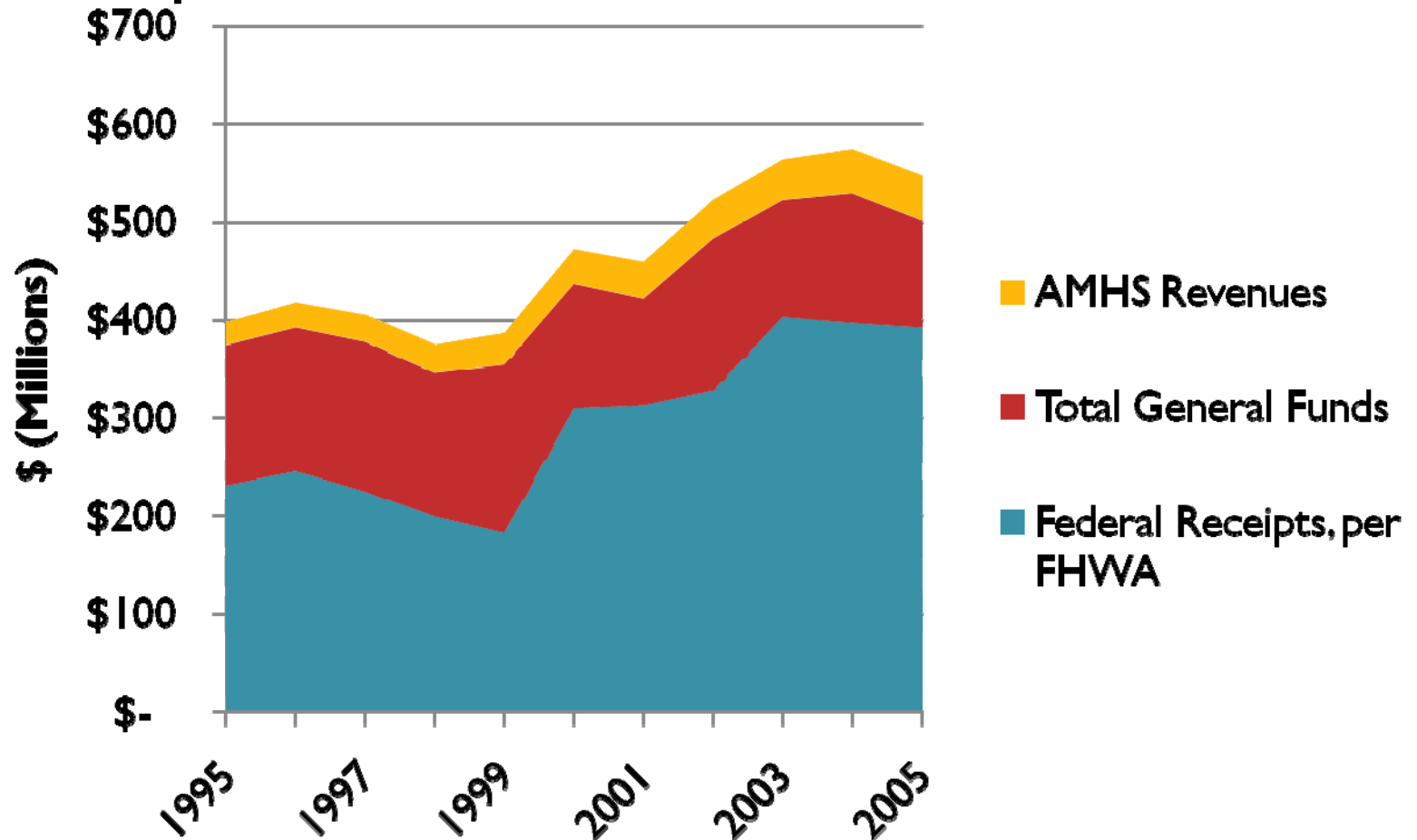
- Over-dependence on federal program
 - Insufficient for Alaska's needs
 - Not growing
 - Losing flexibility
 - Earmarks
- Capital and O&M programming increasingly budget-driven rather than needs-based
- Cost escalation
- SAFETEA-LU compliance



Trends

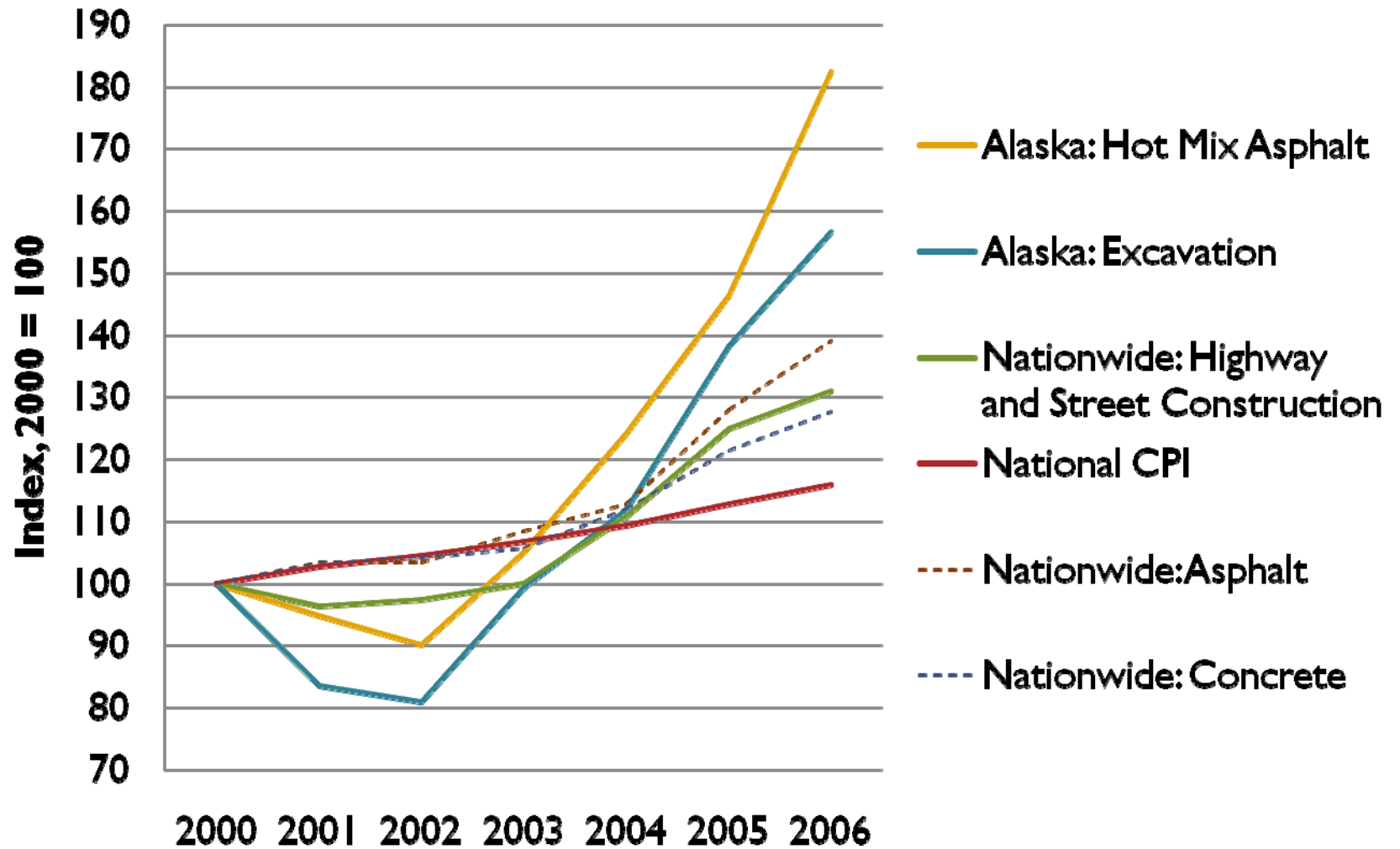
Historical Revenues

- Dependent on Federal funds



Trends

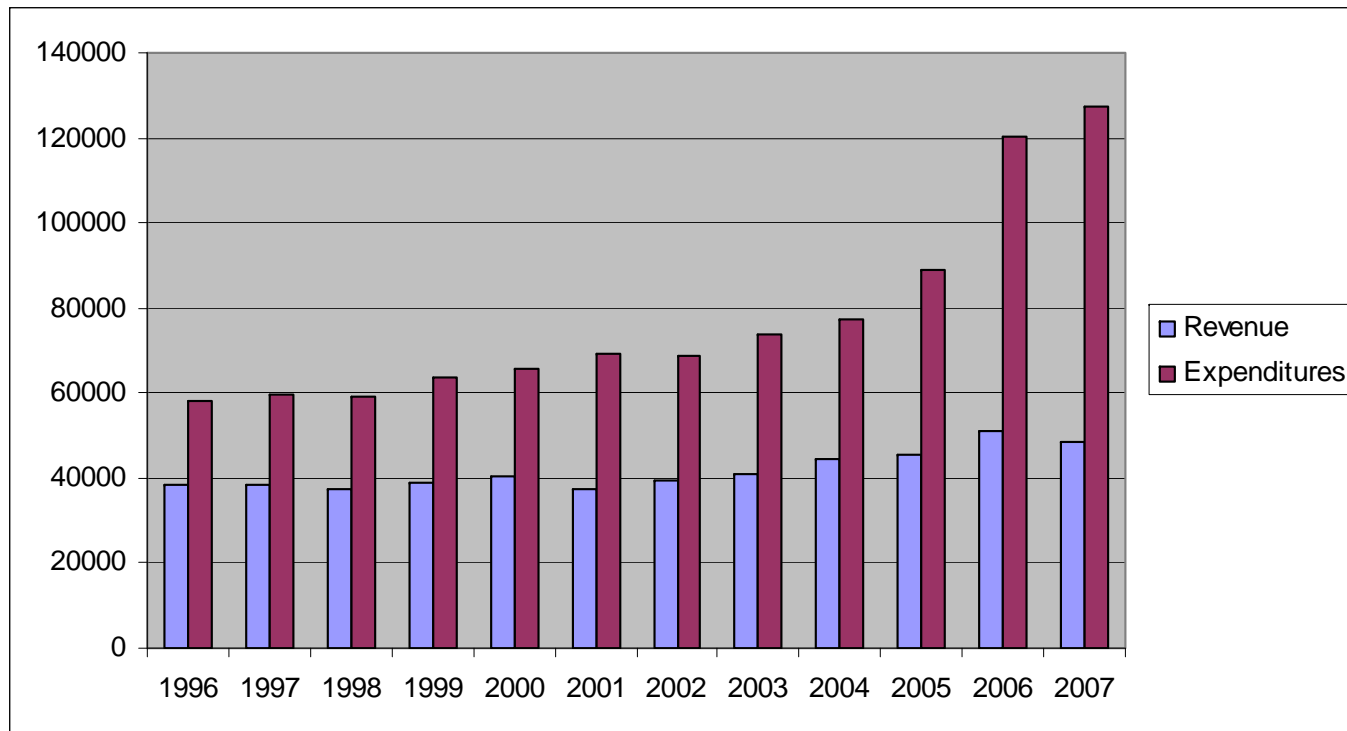
Alaska-Specific Cost Escalation



AMHS Expenditures



- Since 1996, costs have climbed more than 7X faster than revenue



- Source: AMHS 2007 Annual Report, Jan 4, 2008



Planning Methodology

- System-level analysis of DOT&PF-managed infrastructure needs:
 - Highways
 - Bridges
 - Airports
 - AMHS
- Categories
 - System development
 - Life-cycle management
 - Routine Maintenance

Needs and Funding Analysis

Alaska Needs – Annualized (2007 \$ Millions)



		Annual Needs 2007 \$ Millions	System Total (Annual) 2007 \$ Millions
Highways/ Bridges	System Development	\$552	\$1,051
	Life Cycle Management-Highways	\$367	
	Life Cycle Management-Bridges	\$28	
	Routine Maintenance	\$104	
AMHS	System Development (Fleet Additions)	None Quantified	\$154
	LCM (Fleet Replacement)	\$26	
	LCM (Fleet Refurbishment/Recertification)	\$23	
	System Development (Terminal Additions/Replacement*)	\$10	
	Operations & Maintenance	\$120	
Aviation	System Development	\$122	\$224
	Life Cycle Management	\$62	
	Routine Maintenance	\$39	

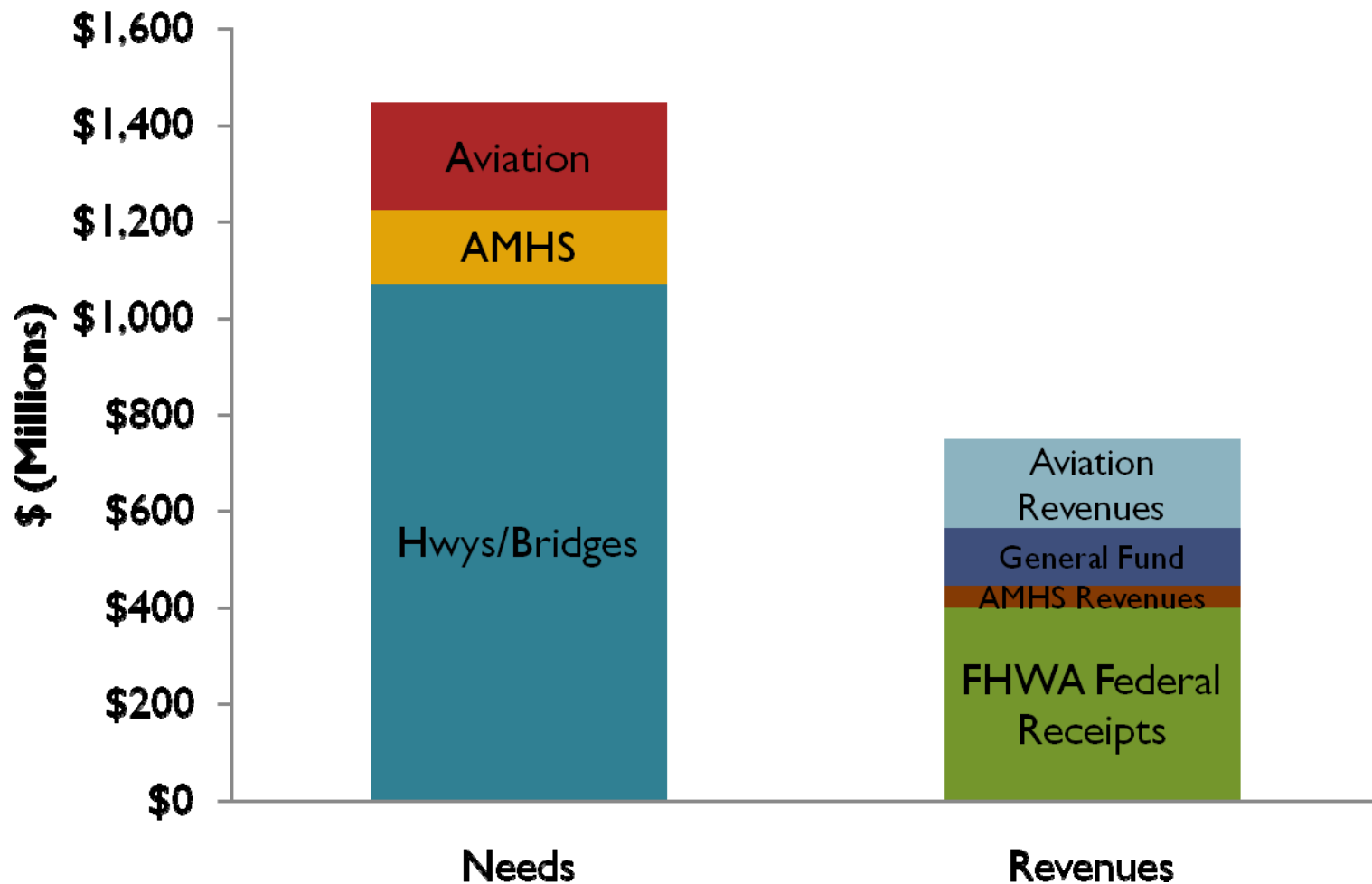


Strategic Priorities

Surface Transportation

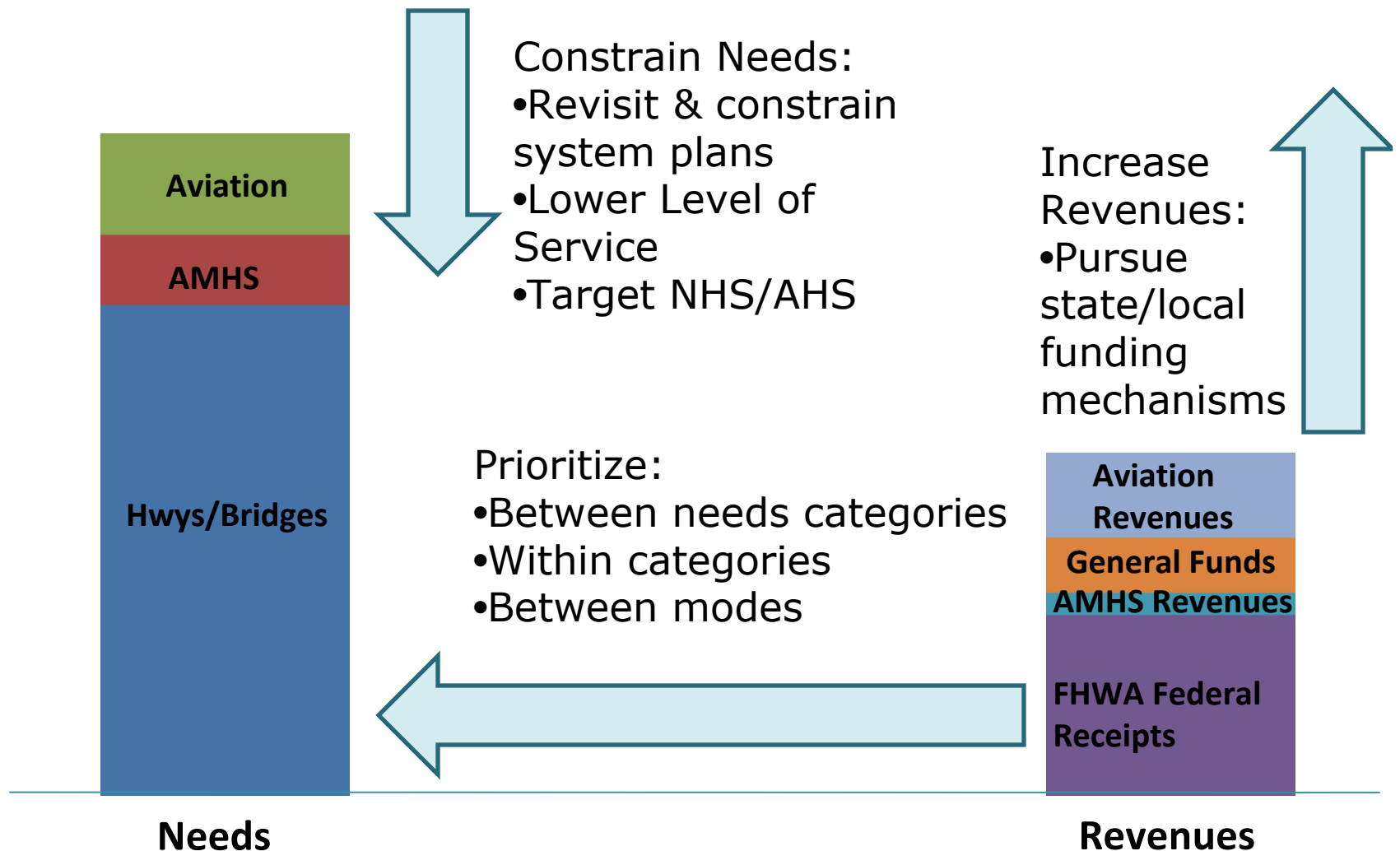
- Demand driven urban capacity: \$1.6 b
- NHS to current standards: \$1.5b
- Ferry, rail and transit: \$.7b
- New roads, links: \$.7 b
- Special needs – gas line, truck weight restrictions: \$.7 b+
- Other – NHS rehab, strategic AHS links, earmarks: \$.3 b
- **Total: \$ 5.5 billion**

Towards Plan Strategies Needs Vs. Revenues



Towards Plan Strategies

How to Bridge the Needs Gap?



US & Alaska trans spending



- US trans spending < 1% of GDP (Europe 3.5%, China 9%)
- Alaska spending < 1/2% of GDP
 - Rank 44th among 50 states in use of non-federal funds for transportation
- Individuals: Cost to drive is 50¢ to 75¢ per mile (AAA).
 - Alaska fuel tax: collects about 1/2¢ per mile
 - Dallas toll authority: charges 11¢ per mile (= to a \$2.20 gas tax @ 20 mpg!)



Alaska Financial realities

- Resource rich - population poor
- Declining oil production
- Lowest motor fuel tax in U.S at \$.08/gal
- \$.12/gal increase in fuel tax yields \$50M
- Constitutional prohibition on dedicated funds
- VECO scandal and ACES = revenue surplus
- \$1 billion transportation investment at 5% yields \$50M annually



Area transportation plans

- Are the more substantive components of the LRSWTP
- Will be updated over the next 4-5 years (6 plans)
- Southeast Plan is near the end of the pipeline because of 2004 update; but AMHS system plan update is expected in 2008
- Consultation requirements (local, interagency, tribal) 23CFR 450.214 most appropriately applied here

23 CFR 450.214

LRSWTP developed...



- (f) in cooperation w/MPOs
- (g) in consultation w/NMLOs
- (h) for areas under tribal jurisdiction, in consultation w/Tribal govt and Secretary of Interior



23 CFR 450.214 (i)

- Comparison of plans, maps, inventories of natural or historic resources in consultation with State, Tribal, local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation.

23 CFR 450.214 (j)



- Shall include a discussion of potential environmental mitigation activities and potential areas to carry out these activities.
- ...may focus on policies, programs or strategies, rather than at the project level.
- ...shall be developed in consultation with Federal, State and Tribal land management, wildlife, and regulatory agencies.



23 CFR 450.214 (k)

Shall provide with a reasonable opportunity to comment:

- citizens,
- affected public agencies,
- representatives of public transportation employees,
- freight shippers,
- private providers of transportation,
- 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,
- other interested parties

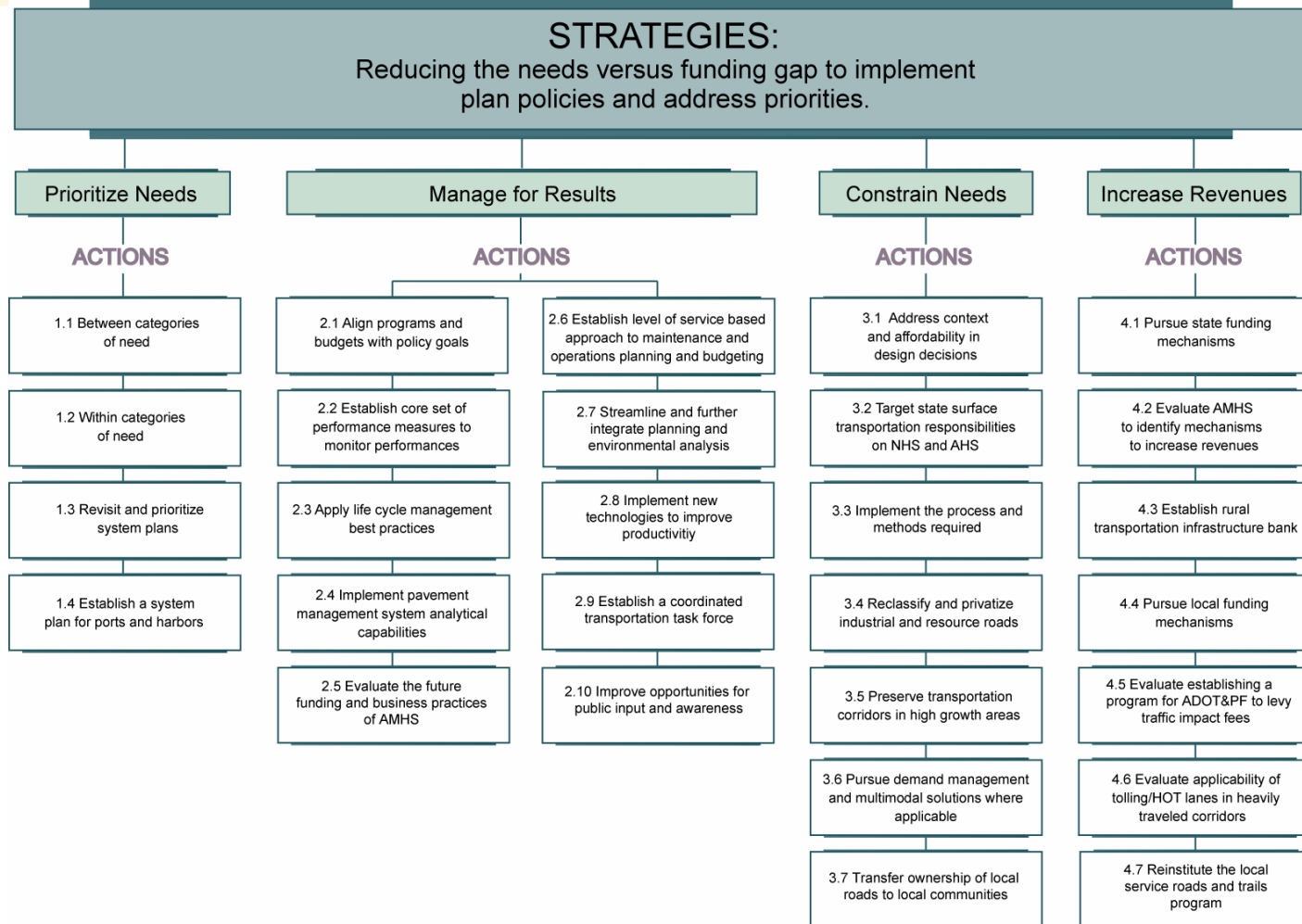


Reauthorization Ahead

- SAFETEA-LU ends in 2009
- Dramatic changes possible
 - Formulas changed to *performance measures*
 - Green house gas *emissions reductions*
- What it might mean for Alaska
 - Fewer earmarks
 - Reduced regular funds
 - More attention to reduced travel demand, and mode shifts to reduce GHG



Plan strategies & actions



Strategies – Prioritize Needs



- I.1 Allocate resources between categories of need
 - Fund routine maintenance at current levels
 - Fund LCM at current levels
 - Fund system development with remainder
- I.2 Prioritize within categories of need
 - Modernize NHS
 - Provide demand-driven capacity
 - Use regional and MPO planning processes for evaluating and proposing most beneficial projects



Strategies – Prioritize Needs



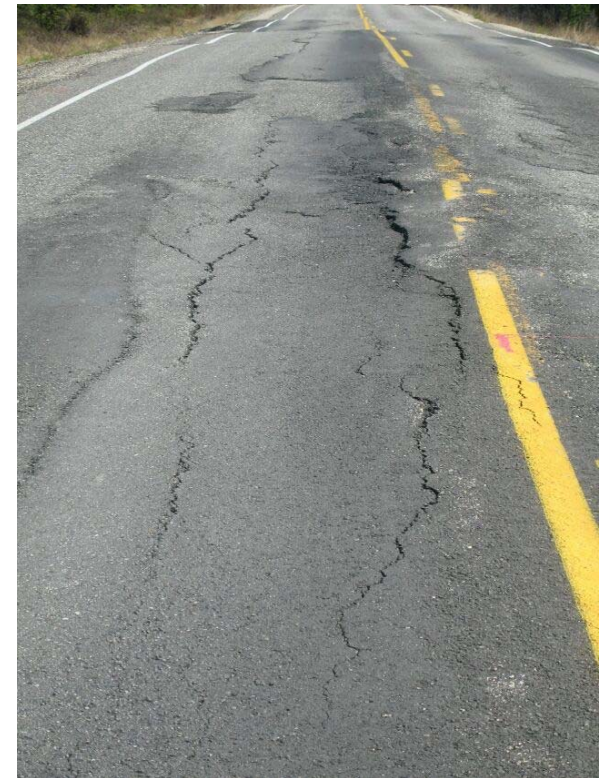
- I.3 Revisit and prioritize system plans
 - Near-term goals
 - Medium-term goals
 - Goals beyond planning horizon
- I.4 Establish system plan for ports and harbors



Strategy – Manage for Results



- 2.1 Align programs and budgets with policy goals
- 2.2 Establish core performance measures
- 2.3 Apply LCM best practices to PMS – avoid “worst first”
- 2.4 Implement PMS analytical capabilities
- 2.5 Evaluate future funding/business practices of AMHS



North Star Borough
Goldstream Road

Strategy – Manage for Results



- 2.6 Establish level of service – based approach to M&O planning and budgeting
- **2.7 Streamline and further integrate planning and environmental analysis**
- 2.8 Implement new technologies to improve productivity



- 2.9 Establish a coordinated transportation task force to ensure efficient use of public transportation resources
- **2.10 Improve opportunities for public input and information transparency**

Strategy – Constrain Needs



-
- 3.1 Address context and affordability in design decisions
 - 3.2 Target state surface finance responsibilities on NHS, AHS and other high functional class routes
 - **3.3 Implement process and methods for early consideration of environmental outcomes in regional and modal planning**
 - 3.4 Reclassify and privatize industrial and resource roads

Strategy – Constrain Needs



- 3.5 Preserve transportation corridors in high growth areas through planning, ROW acquisition, and transportation/land-use coordination



- 3.6 Pursue demand management and multimodal solutions where applicable
- 3.7 Transfer ownership of local roads to local communities

Strategy - Increase Revenues



- 4.1 Pursue state funding mechanisms
- 4.2 Evaluate AMHS for increasing revenue
- 4.3 Establish rural transportation infrastructure bank
- 4.4 Pursue local funding mechanisms
- 4.5 Evaluate mechanism for DOT&PF to levy traffic impact fees
- 4.6 Evaluate tolling/HOT lanes **in heavily-traveled corridors**
- 4.7 Reinstigate Local Service Roads and Trails program

Contact Info



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Comments/Questions

