



U.S. Department
of Transportation
**Federal Highway
Administration**

Alaska Division

July 25, 2024

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Ryan Anderson
Commissioner
Alaska Department of Transportation & Public Facilities
P.O. Box 112500
Juneau, AK 99811-2500

Dear Mr. Anderson:

This letter serves as the Federal Highway Administration (FHWA) Alaska Division Office's 2024 consistency determination, which is an evaluation whether the Alaska Department of Transportation and Public Facilities (DOT&PF) has developed and implemented a TAMP that is consistent with the requirements established by 23 U.S.C. 119 and 23 CFR part 515.

The Alaska DOT&PF's most recent TAMP and its implementation documentation dated June 25, 2024, were received by the Division Office on June 28, 2024. Based on the most recent TAMP and supporting documentation submitted by DOT&PF, to demonstrate implementation of the TAMP, the FHWA has determined **your TAMP complied with the minimum requirements set forth in 23 CFR 515.13(b)(1)**. Therefore, Alaska DOT&PF's TAMP has met the following minimum requirements:

1. Was developed with FHWA-certified TAMP processes;
2. Includes the required TAMP content; and
3. Is consistent with other applicable requirements in 23 U.S.C 119 and 23 CFR Part 515.

We also determined that Alaska DOT&PF implemented its TAMP as provided in 23 CFR 515.13(b)(2).

We would like to commend you and your staff for the broad participation in the development and implementation of the TAMP, a risk-based asset management plan, in accordance with 23 U.S.C. 119, to achieve and sustain a state of good repair over the life cycle of the assets and to improve or preserve the condition of the National Highway System (NHS). We look forward to seeing the improvements outlined in your consistency letter; staff will reach out for collaboration on these and additional improvement recommendations.

Should you have any questions, please contact Marie Heidemann at (907) 586-7440.

Sincerely,

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Date: 2024.07.25 13:54:59
-08'00'

Sandra A. Garcia-Aline
Division Administrator



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Transportation and Public Facilities

OFFICE OF THE COMMISSIONER
Katherine Keith, Deputy Commissioner

PO Box 112500
Juneau, Alaska 99811-2500
Main: 907.465.3900
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June 25, 2024

Julie Jenkins
Financial Manager
Alaska Division - Federal Highway Administration
P.O. Box 21648
709 West 9th Street, Room 851
Juneau, AK 99802-1648

Dear Ms. Jenkins:

DOT&PF is pleased to submit its Transportation Asset Management Plan (TAMP) Implementation Documentation as required under 23 U.S.C. 119 and 23 CFR Part 515.

The attached Implementation Documentation explains how the Department has complied with 23 CFR 515.9(h) and (i) and has implemented its TAMP investment strategies.

The Department requests that FHWA Alaska Division Office perform your annual consistency review.

DOT&PF's most recent TAMP and processes have been certified by the Alaska Division Office in 2022. This BIL Compliant TAMP is posted on DOT&PF's public facing website at: http://dot.alaska.gov/stwddes/asset_mgmt/index.shtml

Please contact me if you have any questions.

Sincerely,

DocuSigned by:

Katherine Keith PMP, PMI-ACP

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Katherine Keith,
Deputy Commissioner

Enclosures

cc: Ryan Anderson, Commissioner, DOT&PF
Sandra Garcia Aline, Division Administrator, Alaska Division, Federal Highway Administration
Emily Haynes, Engineering & Operations Team Leader, Alaska Division, Federal Highway Administration
Christine Langley, Director, Data Modernization & Innovation Office, DOT&PF
Steve Saboundjian, PE, State Pavement Engineer, Data Modernization & Innovation Office, DOT&PF
Gerald Varney, Deputy Division Administrator, Alaska Division, Federal Highway Administration

"Keep Alaska Moving through service and infrastructure."

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Electronic cc:

Christine Langlely, Division Operations Manager, DOT&PF
Lauren Little, Engineer/Architect 5, DOT&PF
Katherine Keith, Deputy Commissioner, DOT&PF
Stephen Saboundjian, Technical Engineer 2/ Architect 2 , DOT&PF
Michael San Angelo, Engineer/Architect 4, DOT&PF
Marie Heidemann, Planning and Program Development Team Leader, FHWA
Julie Jenkins, Financial Manager/Team Lead, FHWA
Gerald Varney, Deputy Division Administrator, FHWA

Alaska DOT&PF Transportation Asset Management Plan (TAMP) Consistency Determination Documentation FFY23 June 28, 2024

According to 23 U.S.C. 119 and 23 CFR Part 515, state transportation agencies must demonstrate the following four elements:

1. Integration of Transportation Asset Management Plan (TAMP) into transportation planning processes that lead to the Statewide Transportation Improvement Program (STIP) (23 CFR 515.9(h)).
 - On June 26, 2023, the FHWA Alaska Division Office confirmed that the Department's December 2022 TAMP was integrated into the STIP process, as detailed in Appendices F and I. On December 27, 2022, the Division office recertified the Department's 2022 TAMP developed processes.
2. TAMP available to the public (23 CFR 515.9(i)).
 - The 2022 TAMP is available for download or online reading on the DOT&PF's public facing website at: http://dot.alaska.gov/stwddes/asset_mgmt/index.shtml
3. State transportation agencies are required to develop and operate a bridge and pavement management system that meets the minimum standards described in 23 CFR 515.17 for collecting data, implementing decisions, and crafting fiscally constrained strategies based on the data.
 - The DOT&PF operates both Bridge and Pavement Management Systems that substantially meet these requirements. Both systems' life cycle planning scenarios were incorporated into the 2022 TAMP.
4. State DOT demonstrates through current and verifiable documentation that it has implemented a TAMP meeting requirements of 23 U.S.C. 119 and 23 CFR Part 515 and that the State DOT is following the investment strategies in the TAMP (23 CFR 515.13(b)(2)).
 - The following table and remaining document were created to meet the requirements of 23 CFR 515.13(b)(2). The Department follows the process specified in TAMP Appendix I to provide a consistent means of assessing whether the agency's investments are consistent with the TAMP investment strategies in a way that accounts for the natural variation in annual programming and project delivery.

To determine alignment between the TAMP and actual investment levels for Federal Fiscal Year (FFY) 2023, the Department used the required 12-month period preceding the

consistency determination, focusing on various work types as defined in 23 CFR 515.5. The work types examined were maintenance, preservation, rehabilitation, and replacement/reconstruction.

The “Actual” investment column summarizes the project amounts that were either awarded in FFY23 or executed by state force account, divided into Bridge and Pavement Work Types. Total project award amounts are exported directly from AASHTOWare Project and split between pavement and bridge by item numbers. Force account work is extracted from the Maintenance Management System (MMS).

When a project performs both bridge and pavement work, only bridge specific items are included in the total bridge amount. Items that are combined, such as mobilization, traffic control, SWPPP, etc., are counted with pavement, leading to an increase in apparent pavement amounts and reduction in apparent bridge amounts.

	FFY23 TAMP	FFY23 Actual	FFY22 Actual	FFY21 Actual	FFY20 Actual	FFY19 Actual
NHS PAVEMENT						
Maintenance	\$10,000,000	\$5,597,949	\$9,613,008	\$12,274,455	\$700,000	\$5,500,000
Preservation	\$45,000,000	\$20,770,172	\$42,352,225	\$26,001,318	\$11,000,000	\$59,900,000
Rehabilitation	\$56,000,000	\$61,524,720	\$102,591,435	\$66,005,274	\$16,777,697	\$53,700,000
Reconstruction	\$70,400,000	\$97,298,376	\$119,692,599	\$31,280,326	\$82,000,000	\$19,300,000
Pavement SUBTOTAL	\$181,400,000	\$185,191,217	\$274,249,267	\$135,561,373	\$110,477,697	\$138,400,000
NHS BRIDGE						
Maintenance	\$1,400,000	\$440,264	\$315,437	\$765,951	\$500,000	\$253,000
Preservation	\$18,200,000	\$0	\$3,673,158	\$0	\$1,000,000	\$0
Rehabilitation	\$9,200,000	\$9,393,085	\$11,360,887	\$0	\$0	\$5,900,000
Replacement	\$32,400,000	\$7,162,355	\$35,996,784	\$56,369,501	\$7,900,000	\$0
Bridge SUBTOTAL	\$61,200,000	\$16,995,704	\$51,346,266	\$57,135,452	\$9,400,000	\$6,153,000
TOTAL NHS	\$242,600,000	\$202,186,921	\$325,595,533	\$192,696,825	\$119,877,697	\$144,553,000

NHS Pavement Investment

The Department’s pavement maintenance and preservation investment is lower for FFY23 than the investment planned for in the TAMP. Pavement rehabilitation investment for FFY23 aligns with the TAMP investment level while pavement reconstruction investment is significantly higher for FFY23. The total pavement investment for FFY23 is within 2% of the TAMP investment level.

NHS Bridge Investment

A list of bridges identified for improvement or replacement was prepared and submitted to the Division of Program Development. The Department prioritizes NHS bridges during project selection to make sure these investments are included in the STIP. Additionally, the Department updates the STIP to incorporate necessary investments for bridge rehabilitation and replacement. The Department monitors awarded projects quarterly to ensure that planned projects supporting our targets are delivered to the public.

While the Department continues to develop a standardized approach to data-based selection of bridge projects, it is currently focusing on projects that combine repairs and preservation. For example, rehabilitating a bridge deck in poor condition with a polyester concrete overlay reduces the percentage of poor condition bridges and achieves preservation goals simultaneously.

As of December 2023, there were 16 NHS bridges in poor condition in the NBI data, 2 of which have already been replaced but not yet reported due to annual submission timelines. These replacements will be reflected in the next NBI submission. Design efforts are in progress for 14 of the remaining bridges in poor condition on the NHS.

Bridge investment has historically followed a cyclical pattern, with periods of high and low investment. FFY19 and FFY20 were low investment years, while FFY21 and FFY22 saw increased investment levels, with FFY23 experiencing a decline again. Considering average spending over a longer period provides a more holistic review of bridge investments:

	FFY23 Actual	FFY22 Actual	FFY21 Actual	FFY20 Actual	FFY19 Actual
NHS BRIDGE					
Maintenance	\$440,264	\$315,437	\$765,951	\$500,000	\$253,000
Preservation	\$0	\$3,673,158	\$0	\$1,000,000	\$0
Rehabilitation	\$9,393,085	\$11,360,887	\$0	\$0	\$5,900,000
Replacement	\$7,162,355	\$35,996,784	\$56,369,501	\$7,900,000	\$0
Bridge SUBTOTAL	\$16,995,704	\$51,346,266	\$57,135,452	\$9,400,000	\$6,053,000

One upcoming bridge preservation project is the Glenn Highway Bridge Deck Preservation project (CFHWY00523), scheduled for construction in FFY24-26 with expected bridge preservation investment of \$17M. Our bridge preservation investment will increase with the award of this planned project in FFY24

Total FFY2023 Investment Levels

The Department's total Bridge investment for FFY23 is approximately 72% lower than the total TAMP investment strategy. The Bridge investments for FFY23 do not align with the 2023 TAMP investment strategy for preservation and maintenance. Coordination with the Division of Data Modernization and Innovation and the bridge management group will help fine-tune future reporting on bridge work types.

Preservation Investment Levels

Some bridge preservation amounts are being included in pavement due to how pay items are currently structured. To address this, bridge work type details are being added to AASHTOWare Project to accurately identify these amounts, which will improve the accuracy of future consistency determination reporting. Additionally, reports have been created in AASHTOWare Project to better track new bridge projects, replacement bridges, bridge rehabilitation, and bridge preservation activities.

The Department has previously programmed bridge work using a "worst first" strategy. However, the newly updated *Alaska Highway Preconstruction Manual* includes provisions for future bridge work, addressing both preservation and rehabilitation projects. In FFY21, the Department began selecting bridge preservation projects using our Bridge Policy and Procedure, developed to promote asset management practices.