



**Alaska Department of Transportation and Public Facilities**

# Long-Range Transportation Plan Data Refresh

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**Strategies and Actions Status Report**

December 1, 2010

**Alaska Department of Transportation and Public Facilities**

**Long-Range Plan Refresh**

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**Alaska Department of Transportation and Public Facilities  
(ADOT&PF)**

**Alaska Statewide Transportation Policy Plan**



**I. Let's Get Moving 2030 Strategy and Actions Status**

ADOT&PF's long-range transportation plan, *Let's Get Moving 2030*, is part of an ongoing statewide transportation planning process. Therefore, plan strategies and actions are periodically reviewed to monitor their implementation and to determine whether there are changes in travel demands, the policy environment, or fiscal conditions that provide a need to modify them.

Exhibit 1 describes the status of implementation for each action presented in *Let's Get Moving 2030*. Overall, the policy goals, strategies, and actions remain valid. Together, they address Alaska's priorities and result in a plan that navigates the large and growing documented gap between transportation improvement needs identified in regional plans, MPO plans, and other documents and available funds.

**Exhibit 1: Strategies and Actions Implementation Status**

#	Strategies and Actions	Current Status	Comments/Follow ups
<b>1</b>	<b>Prioritize needs</b>		
1.1	Allocate resources between categories of need.	Implementation is not formalized. The first major impact was the federal stimulus funding where about 41% of the funds are planned to be expended on reconstruction/system preservation.	
1.2	Prioritize resources within categories of need – target system development to meet <i>Let's Get Moving 2030</i> priorities.	Needs to be formalized. The draft Statewide Transportation Improvement Program (STIP) update prioritizes safety, preservation, and bridge replacement.	
1.3	Revisit and prioritize system plans.	Scopes for many of the plans are being developed.	Coordinate with plan managers to ensure their scope address this action.
1.4	Establish a system plan for ports and harbors.	US Army Corps of Engineers commenced Alaska Regional Ports Study (ADOT&PF sponsor, Denali Commission partner) in 2009. Estimated plan completion in 2011.	Alaska Regional Ports Conference November 18, 2010
<b>2</b>	<b>Manage for results and apply resources effectively through the application of best practices</b>		
2.1	Align ADOT&PF's programs and budgets with policy goals.	Added performance measures into the budget. For example, <i>Based on the most recent federally approved STIP as of Jan 1, at least 75% of planned construction projects were successfully obligated</i> is a new performance measure that has been adopted by ADOT&PF.	Need to link performance measures to STIP projects.
2.2	Establish a core set of performance measures to monitor performance against plan goals.	ADOT&PF has started work to establish a core set of measures, although ADOT&PF does not own all the program areas. This effort has identified about 90 performance	

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		<p>measures, including about 15 core measures. Dye Management Group, Inc. also reviewed performance measures as a part of this data refresh project.</p>	
2.3	<p>Apply life cycle management best practices to the selection of pavement treatments – avoid “worst first.”</p>	<p>The department currently utilizes its pavement management system to make pavement preservation recommendations. The department’s M&amp;O Divisions also direct a considerable amount of their Highway Deferred Maintenance and Federal Preventative Maintenance funds towards pavement preservation.</p> <p>The department has made a commitment to implementing a Comprehensive Transportation Asset Management (TAM) system to help the department allocate its resources (funding, personnel, etc) more effectively.</p> <p>The department has formed an Executive Policy Team to guide the development and implementation of TAM within the department.</p> <p>Pavement management was emphasized in ARRA funded projects. That said, it is difficult to migrate from worst first without being able to address the backlog and catch up as more pavements fail and require reconstruction.</p>	
2.4	<p>Implement pavement management system analytical capabilities.</p>	<p>Dynatest is preparing a recommendation package using pavement condition, cost, and treatment data.</p>	
2.5	<p>Evaluate the future funding and business practices of AMHS.</p>	<p>AMHS systems analysis is underway.</p>	

#	Strategies and Actions	Current Status	Comments/Follow ups
2.6	Establish a level of service based approach to maintenance and operations planning and budgeting.	The department has recently expanded their data collection efforts to create and present a report card showing the health of the highway system. This data, combined with the pavement management system data (IRI and rutting data) helps ADOT&PF to allocate limited resources to specific maintenance activities based on a desired level of service.	
2.7	Streamline and further integrate planning and environmental analysis to improve the project delivery process.	Implementation of this strategy is through regional plan updates. ADOT&PF is working with FHWA as a part of FHWA's <i>Every Day Counts</i> initiative to streamline planning and environmental processes.	Ensure regional plan scope address this action.
2.8	Implement new technologies, such as Intelligent Transportation Systems and other tools to improve transportation system productivity.	ADOT&PF launched their "New Generation" 511 system in June 2010. The new system includes enhanced features including a map-centric condition reporting system for managing incidents, planned events and weather conditions. <sup>1</sup> The new system provides a unified communication platform that can, in the future, be used to disseminate information for multiple modes using multiple distribution channels (mobile web, email, phone, SMS). Better communication tools are being implemented on the corridors out of Anchorage.	
2.9	Establish a coordinated transportation task force to ensure the efficient use of public transportation resources.	Established limited duration Coordinated Transportation Task Force (CTTF), reporting to the Governor in February 2010. CTTF reconstituted by Governor in July 2010 to implement recommendations of report and continue process, with final report due in January 2012.	
2.10	Improve opportunities for public input and awareness, including providing timely information, and more options	Implementation is underway. Among the initiative ADOT&PF initiated GovDelivery.com, enabling ADOT&PF to identify customers' interests. ADOT&PF is also refreshing the non	

<sup>1</sup> [http://www.logictree.com/documents/Alaska\\_LogicTree\\_511\\_press\\_release.pdf](http://www.logictree.com/documents/Alaska_LogicTree_511_press_release.pdf)

#	Strategies and Actions	Current Status	Comments/Follow ups
	for influencing agency decisions.	metropolitan local official consultation process. In addition, the department has been presenting information at many conferences across the state by renting booths at these.	
<b>3</b>	<b>Constrain Needs</b>		
3.1	Address context and affordability in design decisions.	Systematic effort underway to down-scope costly projects in STIP.	
3.2	Target State surface transportation finance responsibilities on the National Highway System, Alaska Highway System, and other high-functional class routes.	There are constraints due to state mandates, but within these constraints the action will be implemented through STIP updates.	Scoring criteria favors major collectors over less-traveled roads.
3.3	Implement the process and methods required for the early identification and evaluation of environmental outcomes in regional and modal planning.	Need to address in the scope of regional plan updates.	Ensure in the scope of regional plan updates.
3.4	Reclassify and privatize industrial and resource roads.	Action is under consideration.	
3.5	Preserve transportation corridors in high growth areas through corridor management planning, advance acquisition of right-of-way, and coordination with land use planning.	Developed an advanced property acquisition policy, work is underway that will address this action. Among the implementation issues is how to address corridor preservation using existing funding sources. It could become self-sustaining if early acquisition expenditures are reimbursed during project development at the then land value.	
3.6	Pursue demand management and multimodal solutions where applicable.	This is being addressed by MPOs looking in their plan updates.	

#	Strategies and Actions	Current Status	Comments/Follow ups
3.7	Transfer ownership of local roads and other transportation assets to local communities.	Ongoing work of ADOT&PF.	
<b>4 Increase Revenues</b>			
4.1	Pursue state funding mechanisms.	Ongoing work of ADOT&PF. Legislature working on Alaska Transportation Fund proposal (independent of ADOT&PF efforts) for both local and state needs.	
4.2	Evaluate AMHS to identify mechanisms for increasing revenue	<p>Work underway by AMHS marketing group. The progress so far on this activity, including goals, is presented below:</p> <ol style="list-style-type: none"> <li>1. Goal: Improve current revenue streams <ol style="list-style-type: none"> <li>a. Schedule improvements <ol style="list-style-type: none"> <li>1. Publish schedule earlier in operating season – achieved</li> <li>2. Keep schedules consistent – achieved</li> <li>3. Extend schedules over multiple years – not achieved; constraint due to future year budget uncertainty</li> </ol> </li> <li>b. Optimize timing of ferry runs to improve ridership</li> <li>c. Set appropriate tariff levels</li> <li>d. Employ discounts to stir ridership</li> <li>e. Doubled service out the chain from 5 to 10 seasonal runs using Kennicott to add vehicle/freight capacity and grow ridership</li> </ol> </li> <li>2. Goal: Identify new revenue streams <ol style="list-style-type: none"> <li>a. Add bandwidth on ferries to attract riders</li> <li>b. Travel agent marketing to fill unused capacity</li> </ol> </li> <li>3. Goal: Reduce operating costs <ol style="list-style-type: none"> <li>a. Power management systems to optimize vessel speed efficiency – 15% reduction in fuel consumption</li> <li>b. Employ smaller vessels with smaller crews where appropriate</li> <li>c. High cost vessel (Columbia) out of service during off-</li> </ol> </li> </ol>	



#	Strategies and Actions	Current Status	Comments/Follow ups
		peak season d. Automated dispatch system for crew change management has reduced unplanned overtime payments	
4.3	Establish rural transportation infrastructure bank.	Ongoing work of ADOT&PF.	
4.4	Pursue local funding mechanisms.	Ongoing work of ADOT&PF. Legislature working on Alaska Transportation Fund proposal (independent of ADOT&PF efforts) for both local and state needs. In addition, the Alaska municipal league did a transportation finance study to assess the practicality of options. <a href="http://www.akml.org/documents/2009TransportationStudy.pdf">http://www.akml.org/documents/2009TransportationStudy.pdf</a>	
4.5	Evaluate establishing a program for ADOT&PF to levy traffic impact fees.	Requires legislative action.	
4.6	Evaluate applicability of tolling and HOT lanes to meeting travel demand needs in heavily traveled corridors.	Requires legislative action.	
4.7	Reinstitute the Local Service Roads and Trails Program or a similar state-funded mechanism.	Requires legislative action.	

## **A. Policy Goals**

Plan policy goals involve:

- *Setting priorities* for maintaining and preserving the current transportation system
- *Managing for results* that increase productivity and provide greater accountability for the use of funds
- *Constraining needs* by targeting all major new construction work on modernizing the National Highway System
- *Increasing revenues* by seeking diversified and new Alaska revenues sources for transportation to ensure that Alaska makes up for the erosion in purchasing power and is able to address the backlog of system preservation and maintenance needs

These overarching policy goals continue to address transportation system conditions in Alaska. While the federal stimulus funding helped to address preservation needs, ADOT&PF is hard pressed to preserve the existing transportation system. ADOT&PF is dependent on federal funds for almost all transportation funding and there remains great uncertainty over the future level of federal funding. In addition, it is expected that there will be some significant changes in the structure of federal surface transportation programs that could have large impacts for Alaska. In this environment and with many competing claims on federal funds, Alaska faces many risks to transportation funding.

## **B. Strategies and Actions**

A review of the plan strategies and actions, listed in Exhibit 1, finds that they remain valid and applicable to Alaska's current conditions. For many actions, the bulk of the implementation work lies ahead. This status review identifies the need to incorporate addressing a number of the action items within the scope of upcoming regional plan updates. This includes the following near-term implementation steps identified during this review:

### **1. Action 1.3: Revisit and prioritize needs in system plans**

Forthcoming updates to the southwest regional plan, southeast plan, aviation system plan, and other plans should incorporate within their scopes an approach to plan development that will help tier/prioritize needs. The intent is for the plans to define system development priorities in three categories, ten years, twenty years, and beyond, and to apply revenue constraints to each of these categories. For example, the needs within the next ten years are based on current revenue constraints. The ten to twenty year needs are based on assumption of obtaining additional revenue.

The remaining priorities are for twenty years and beyond.

**2. Action 2.1: Align ADOT&PF's programs and budgets with policy goals**

Within the STIP update ADOT&PF will begin to make the connection between policy goals, programs, and budgets.

**3. Action 2.3: Apply lifecycle management best practices to the selection of pavement treatments – avoid “worst first”**

It is proving difficult to avoid worst first without being able to address the backlog. The stimulus projects addressed pavement preservation. ADOT&PF pavement management is making progress, with a prioritized list of projects being prepared using data provided by Dynatest and prioritized by ADOT&PF maintenance staff. Generally, the order of priority is maintained and the high-priority roads are worked on first. That being said, the current level of funding is not enough to address all of the backlog needs. The department also intends to take the following steps to institute life cycle management/Transportation Asset Management (TAM) best practices:

- Hire a TAM Champion within the department.
- Form a technical committee to help implement TAM.
- Implement statewide policies to implement TAM.
- Prepare and present TAM concepts, conclusions, and recommendations to the Department, Legislature, and Governor's Budget office.
- Continuously evaluate the effectiveness of TAM's performance, targets, costs, and benefits to the Department and the public.

**4. Action 2.4: Implement pavement management system analytical capabilities**

Please refer to Action 2.3 status update

**5. Action 2.7: Streamline and further integrate planning and environmental analysis to improve the project delivery process**

The intent is that this action is implemented through regional plans. Regional plan updates should address this item within their scope. The regional agencies will require guidance to enable a consistent methodology.

ADOT&PF is working with FHWA as a part of FHWA's Every Day Counts initiative<sup>2</sup> to streamline planning and environmental processes.

**6. Action 3.3: Implement the process and methods required for the early identification and evaluation of environmental outcomes in regional and modal planning**

The intent is that this action is implemented through regional plans in coordination with Action 2.7. Regional plan updates should address this item within their scope. Guidance will be needed to enable a consistent methodology.

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<sup>2</sup> [http://www.fhwa.dot.gov/everydaycounts/pdfs/EDC\\_Brochure%286-25-2010%29.pdf](http://www.fhwa.dot.gov/everydaycounts/pdfs/EDC_Brochure%286-25-2010%29.pdf)