

Alaska DOT&PF Transportation Asset Management Plan (TAMP)

Implementation Documentation FFY22

June 8, 2023

23 U.S.C. 119 and 23 CFR Part 515 require state transportation agencies to show the following three required elements:

1. Integration of TAMP into transportation planning processes that lead to the Statewide Transportation Improvement Program (STIP) (23 CFR 515.9(h)).

FHWA Alaska Division Office determined on July 18, 2022, that the Department's June 2019 TAMP was integrated into the STIP process as described 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 posted 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 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 was 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.

The Department is using a 12-month period preceding the consistency determination for Federal Fiscal Year (FFY) 2022 to determine alignment between the TAMP forecasted and the actual levels of investment for various work types as defined in 23 CFR 515.5. The work types we examined are initial construction, maintenance, preservation, rehabilitation, and replacement/reconstruction. Note that the selected investment strategy for Bridges and Pavements from the 2022 TAMP does not include initial construction.

The "Actual Investment" column summarized the projects that were either awarded in FFY22 or executed by state force account, divided into the Bridge and Pavement

Work Types using Management Reporting Services (MRS), AASHTOWare Preconstruction and Maintenance & Operations records. Information from FFY21 actual investment is included to examine the 2-year investment cycle.

	FFY22 TAMP	FFY22 Actual	FFY21 Actual
NHS PAVEMENT			
Maintenance	\$10,000,000	\$9,613,008	\$12,274,455
Preservation	\$45,000,000	\$42,352,225	\$26,001,318
Rehabilitation	\$56,000,000	\$102,591,435	\$66,005,274
Reconstruction	\$67,000,000	\$119,692,599	\$31,280,326
Initial Construction	Not in TAMP	-	-
Pavement SUBTOTAL	\$178,000,000	\$274,249,267	\$135,561,373
NHS BRIDGE			
Maintenance	\$1,400,000	\$315,437	\$765,951
Preservation	\$17,800,000	\$3,673,158	\$0
Rehabilitation	\$9,000,000	\$11,360,887	\$0
Replacement	\$31,800,000	\$35,996,784	\$56,369,501
New Construction	Not in TAMP	-	-
Bridge SUBTOTAL	\$60,000,000	\$51,346,266	\$57,135,452
TOTAL	\$238,000,000	\$325,595,533	\$192,696,825

Maintenance is still an estimate from our legacy Maintenance Management System (MMS) and the new MMS will provide actual work costs to improve our modelling ability and provide more accuracy for both Bridge and Pavement Management Systems.

The Department's actual maintenance and preservation investments align closely with the FFY22 TAMP levels. Pavement rehabilitation investment is significantly higher for FFY22 than the TAMP level and the average FFY22 and FFY21 investment is 51% over the TAMP investment. Rehabilitation funding are anticipated to be lower in FFY23. The reconstruction investment is significantly higher for FFY22 and lower for FFY21 than the TAMP investment strategy. However, the average reconstruction investment for the two years is within 13% of the FFY22 TAMP investment level.

The Department's actual total Bridge investment is lower than the total TAMP investment strategy by about 15%. The actual Bridge FFY22 investments are not in line with the 2022 TAMP investment strategy for preservation and maintenance. The actual FFY22 investment level aligns more with the 2019 TAMP investment strategy. Coordination with the Division of Planning and Program Development and the bridge

management group for the State of Good Repair (SOGR) call for projects should help in finetuning future spending for bridge work types. The Department has previously programmed bridge work using a “worst first” strategy however the newly updated Highway Preconstruction Manual includes provisions for future bridge work for both preservation and rehabilitation projects. In FFY21, the Department began selecting preservation bridge projects using our Bridge Policy and Procedure developed to promote asset management practices. A list of Structurally Deficient or Replacement candidate bridges has always been prepared and submitted to Division of Planning and Program Development. The Department prioritizes NHS bridges during Project Selection and through the Capital Program Review Team to make sure these investments are included in the STIP. The Department continues to focus on making changes in the STIP to include bridge rehabilitation and replacement required investments. The Department monitors and reports our awarded projects quarterly for the Capital Program Review Team to make sure planned projects that support our targets are delivered to the public.

As of December 2022, there were 22 bridges in poor condition, of which 7 bridges are in various stages of bidding and construction. Design efforts are in progress for 15 of the remaining bridges in poor condition on the NHS.

An emphasis was placed on submitting preservation bridge projects for the 2023 State of Good Repair call. While the Department continues the development of a standardized approach to data-based selection of bridge projects, it is currently focusing on projects that accomplish repairs and preservation in combination. For example, rehabilitation of a bridge deck in poor condition with a polyester concrete overlay reduces poor percentages and accomplishes preservation goals at the same time.

Deviation from Investment Strategies beyond reasonable control

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. DOT&PF has both Bridge and Pavement Management Systems that substantially meet these requirements. Both systems’ life cycle planning scenarios were incorporated into the 2022 TAMP.

The Department is still in the final stages of obligating projects developed prior to the 2022 TAMP. The Department and FHWA have made substantial investment in these projects that meet other transportation needs. However, these often affect our capability to meet our bridge and pavement NHS targets. From currently awarded projects in FFY22, bridge and pavement investments are more in line with the investment strategies described in the Department’s 2022 TAMP.



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

Alaska Division

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P.O. Box 21648
Juneau, AK 99802-1648
(907) 586-7418
(907) 586-7420
www.fhwa.dot.gov/akdiv

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 2023 consistency determination, which is an evaluation whether the Alaska Department of Transportation and Public Facilities (DOT&PF) has developed and implemented a Transportation Asset Management Plan (TAMP) that is consistent with the requirements established by 23 U.S.C. 119 and 23 CFR part 515.

The DOT&PF's most recent TAMP and its implementation documentation dated June 8, 2023, were received by the Division Office on June 8, 2023. Based on the most recent TAMP and supporting documentation submitted by DOT&PF, to demonstrate implementation of the TAMP for FFY2023, the FHWA has determined **your TAMP complied with the minimum requirements set forth in 23 CFR 515.13(b)(1)**. Therefore, 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 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 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.

Should you have any questions, please contact Julie Jenkins, Financial Manager, at (907) 586-7476 or by email at julie.jenkins@dot.gov.

Sincerely,

Sandra A. Garcia-Aline
Division Administrator

Electronic cc:

Katherine Keith, DOT&PF

James Marks, DOT&PF

Stephen Saboundjian, DOT&PF

Michael San Angelo, DOT&PF

Gerald Varney, FHWA

Julie Jenkins, FHWA