

# Alaska Department of Transportation & Public Facilities

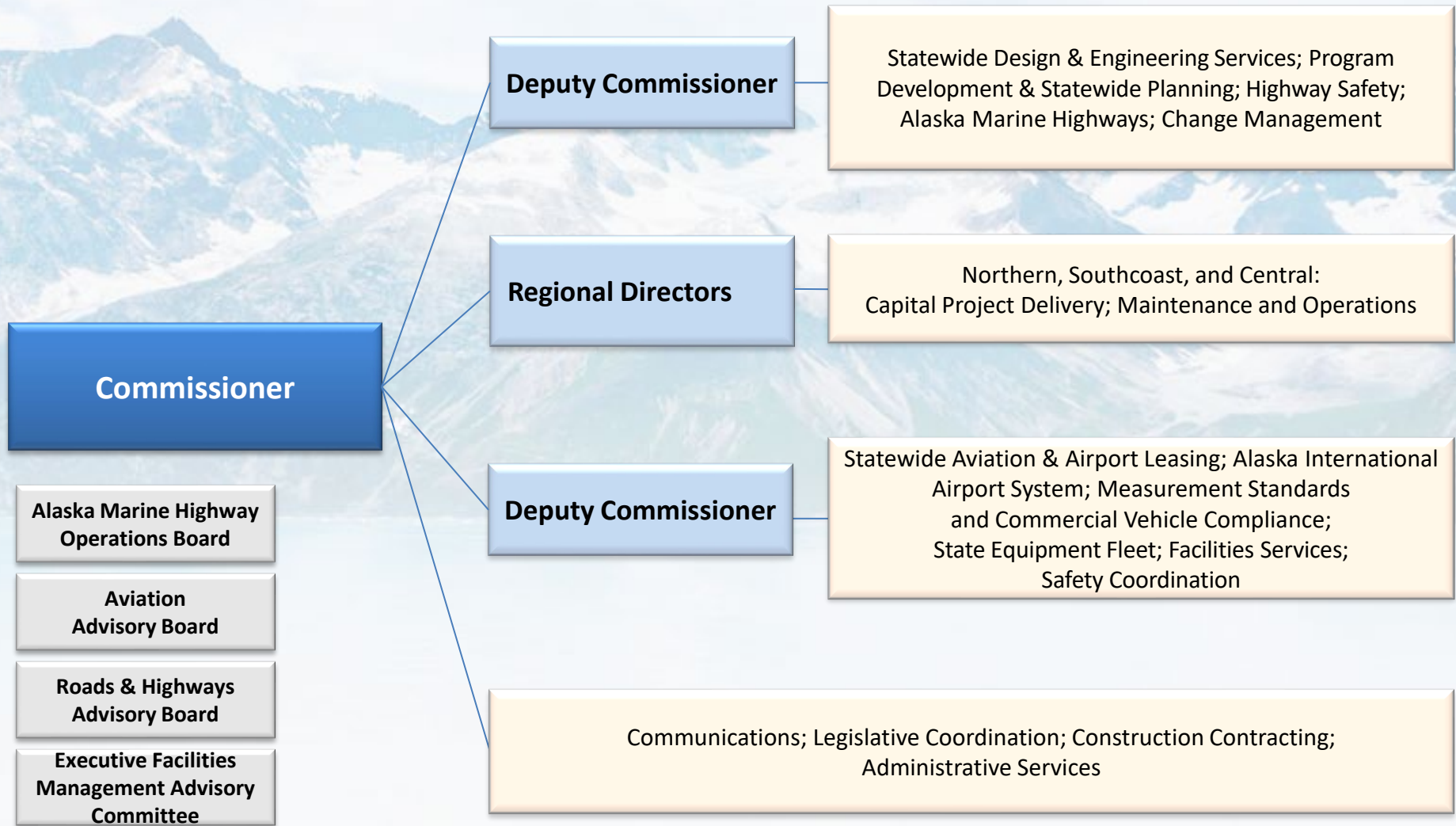
## Department Overview

Ryan Anderson, P.E., Commissioner  
John R. Binder, Deputy Commissioner  
Katherine Keith, Deputy Commissioner

January 26, 2023

Our mission is to **Keep Alaska Moving** through service and infrastructure.

# DOT&PF ORGANIZATION



# MISSION: *Keep Alaska Moving*

## Core Values

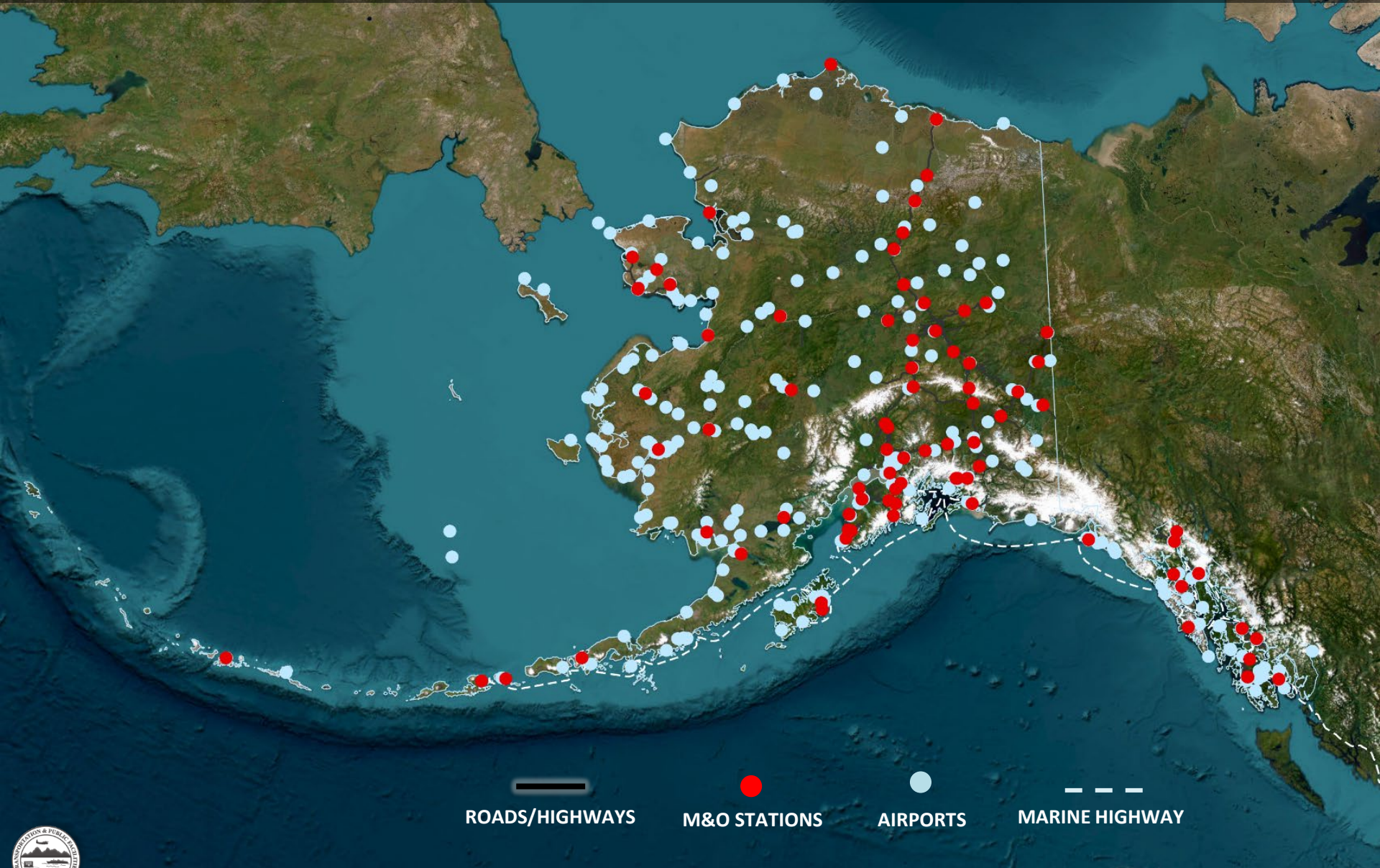
*Integrity • Excellence • Respect • Safety*

**DOT&PF oversees a network of highways that link together cities and communities throughout the state, thereby contributing to the development of commerce and industry in the state, and that aids in the extraction and development of its resources, and improves the economic and general welfare of the people of the state (AS 19.05.125)**





# ALASKA'S TRANSPORTATION SYSTEM



# ALASKA'S DOT&PF INFRASTRUCTURE

## ROADS & HIGHWAYS

**5,682** center line miles / **11,843** lane miles of roads / highways

## MAINTENANCE TEAMS

**80** DOT&PF staffed maintenance stations\*

## AVIATION SYSTEM

**235** rural airports,  
**2** international airports

## ALASKA MARINE HWY SYSTEM

**9** ferries,  
**35** ports of call, along **3500-mile** coastal route

## MARINE FACILITIES

**16** harbors,  
**1** set of breakwaters

## BRIDGES & TUNNELS

**851** DOT&PF owned bridges,  
**3** tunnels\*\*

## MEASUREMENT STANDARDS

Inspected **7,438** scales, **4,787** meters, and **296** accessories

## STATE EQUIPMENT FLEET

**7,366** pieces of state equipment & vehicles

## PUBLIC FACILITIES

**827** maintained, inclusive of  
**731** DOT&PF owned

## COMMERCIAL VEHICLE ENFORCEMENT

**9** Weigh Stations,  
**2,544,047** tons weighed FFY22

## STATEWIDE TRANSPORTATION ASSETS

Approximately **\$12.6B**

## STATEWIDE PERSONNEL AND DISTRIBUTION

**3,393** permanent full-time, part-time and non-permanent employees in **8** labor unions in **83** locations

Federal Fiscal Year (FFY)

\*Includes seasonal maintenance stations

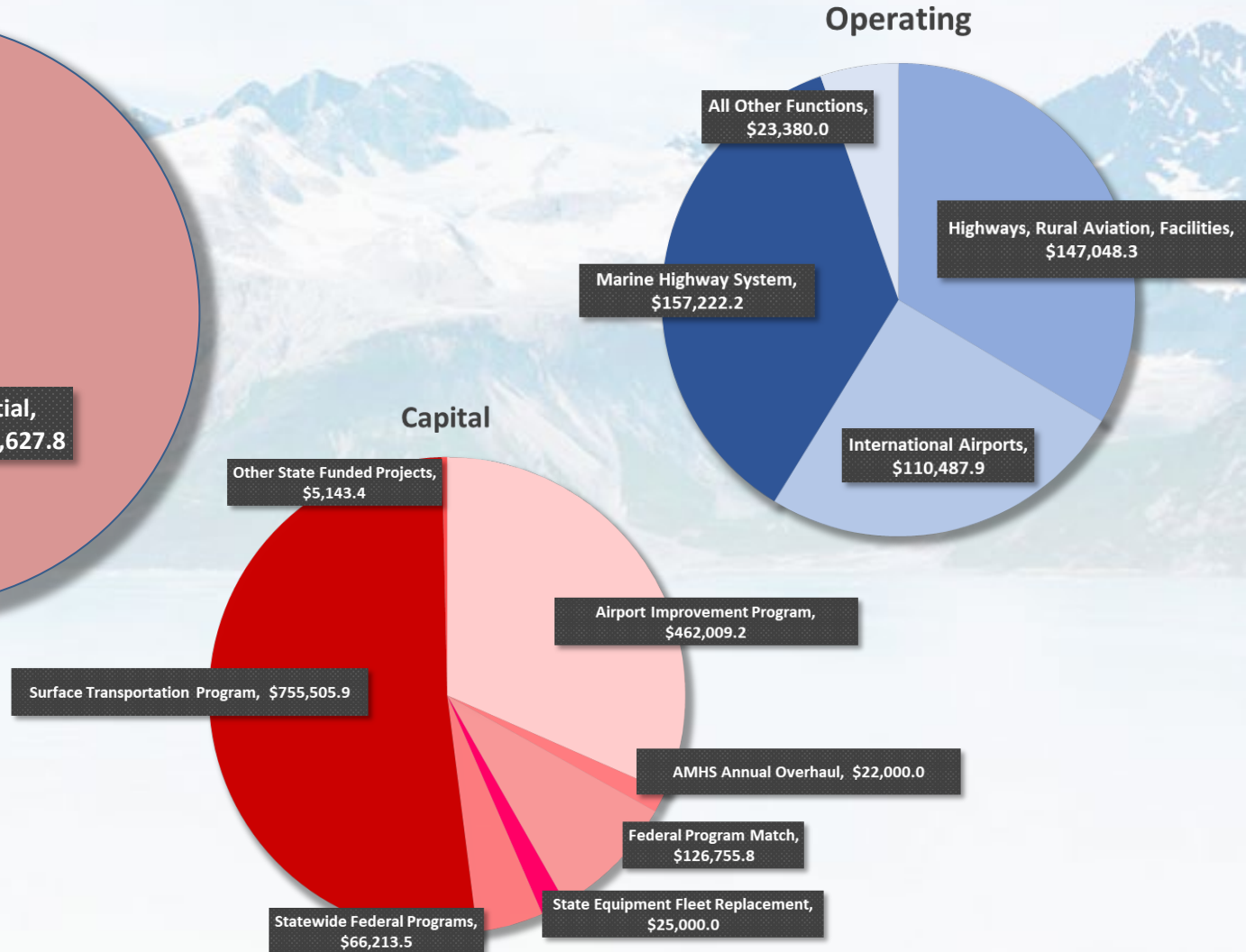
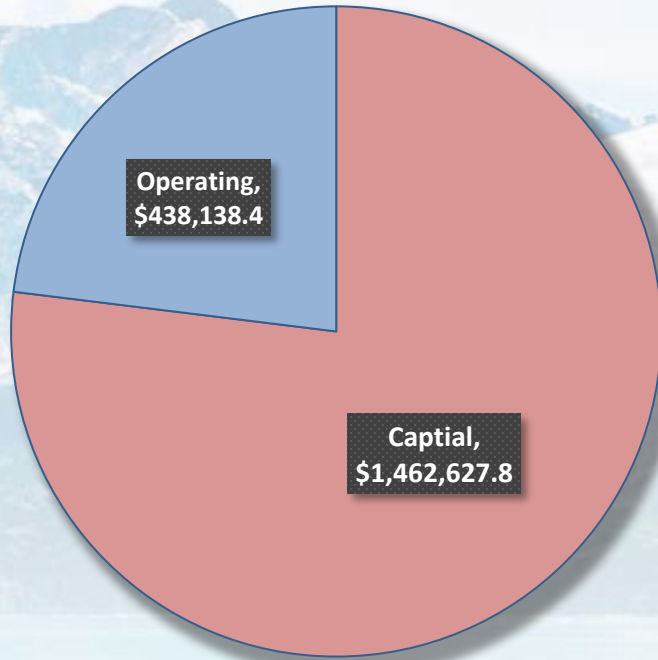
\*\*DOT&PF-owned tunnels and maintenance of the 2.5 mile Anton Anderson Memorial Tunnel





# ALASKA DOT&PF BUDGETS & FUNDING

FY2024 Governors Proposed (\$1.9B)



\$ in Thousands (1,000); Duplicate funding excluded



# OUR TEAM

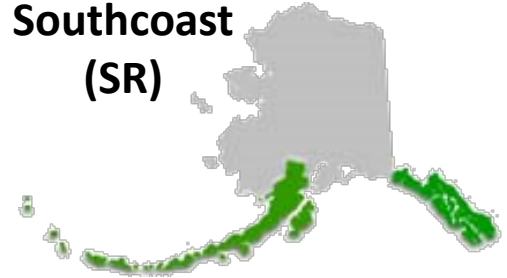
**Northern  
(NR)**



**Central  
(CR)**



**Southcoast  
(SR)**



**Statewide  
Aviation**



**Alaska International  
Airport System**



**Alaska Marine  
Highway System**



**Design and  
Engineering Services**



**State Equipment  
Fleet**



**Measurement Standards  
& Commercial Vehicle  
Compliance**



**Program  
Development**



**Facilities Services  
Division**



**Civil Rights Office**



# STRATEGIC INVESTMENT AREAS

SAFETY

ECONOMIC VITALITY

STATE OF GOOD REPAIR (SOGR)

RESILIENCY

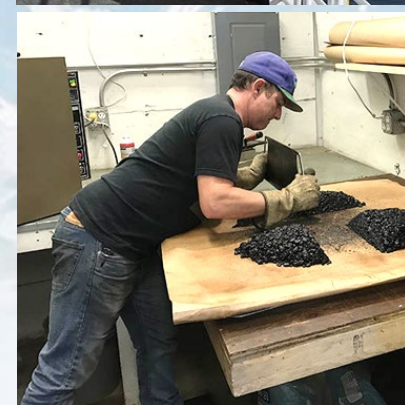
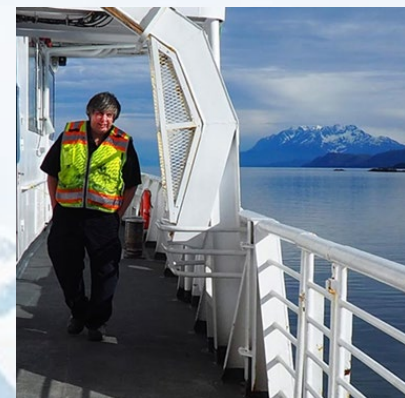
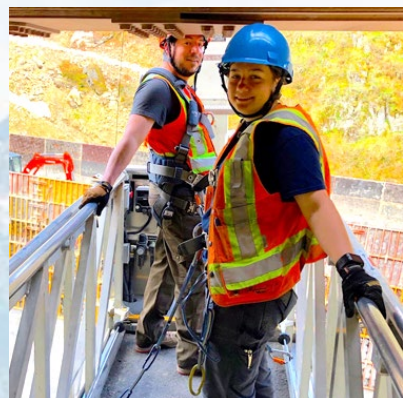
SUSTAINABILITY





# ORGANIZATIONAL EXCELLENCE

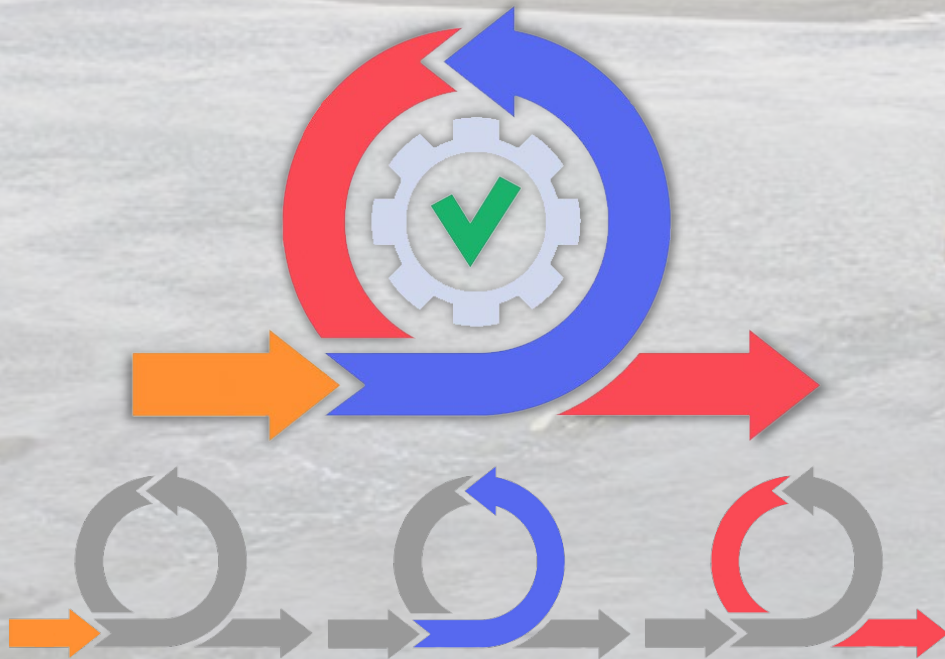
**WORKFORCE**  
**COMMUNICATION**  
**CULTURE**  
**INNOVATION**  
**INFORMATION**  
**RESOURCING**  
**PROJECT DELIVERY**



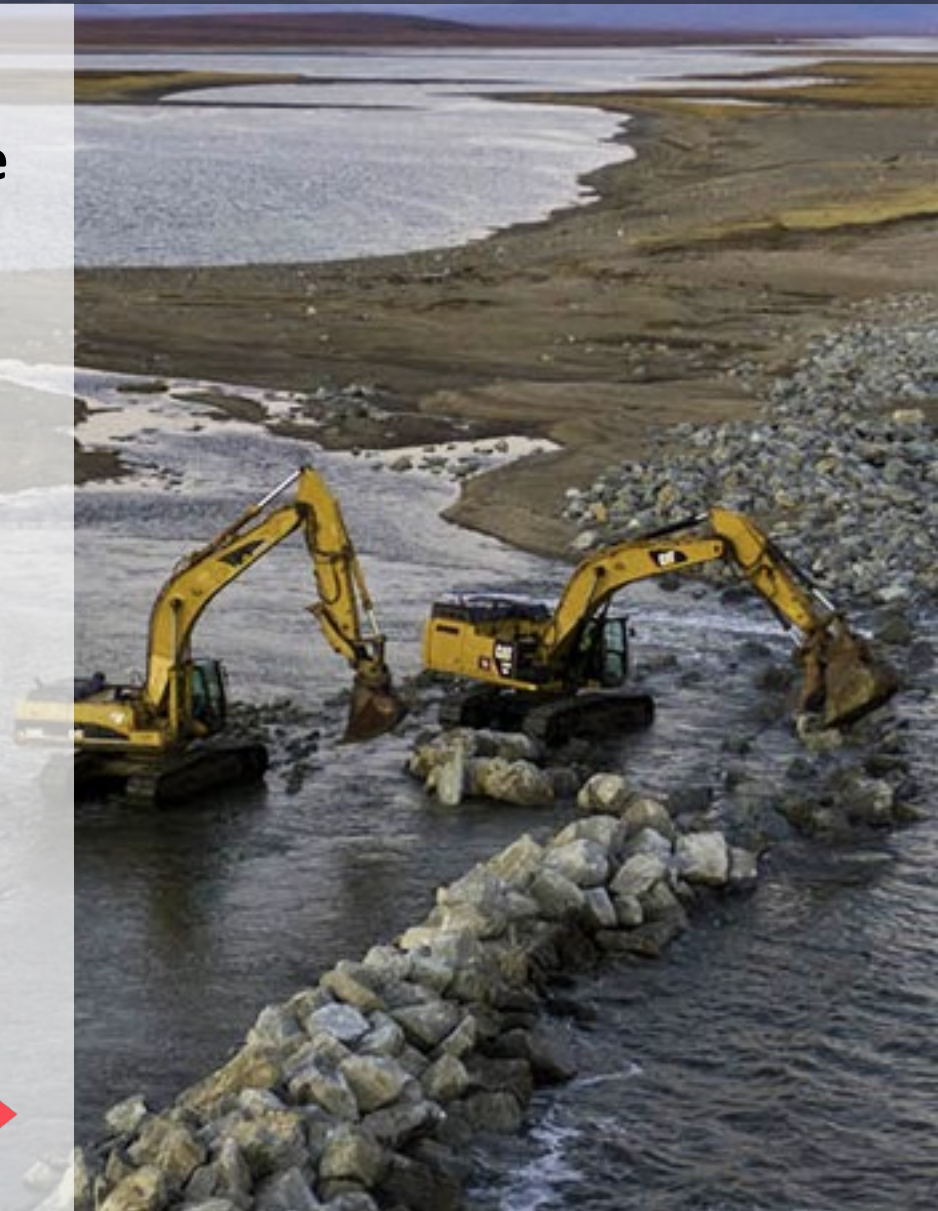


# SERVICES TO ALASKANS

- Safety Corridors
- West Coast Alaska Storm Response
- Winter Maintenance
- Community-Driven Planning
- AMHS Reliability



Agile Methodology infographic courtesy Mobile Jon Blog

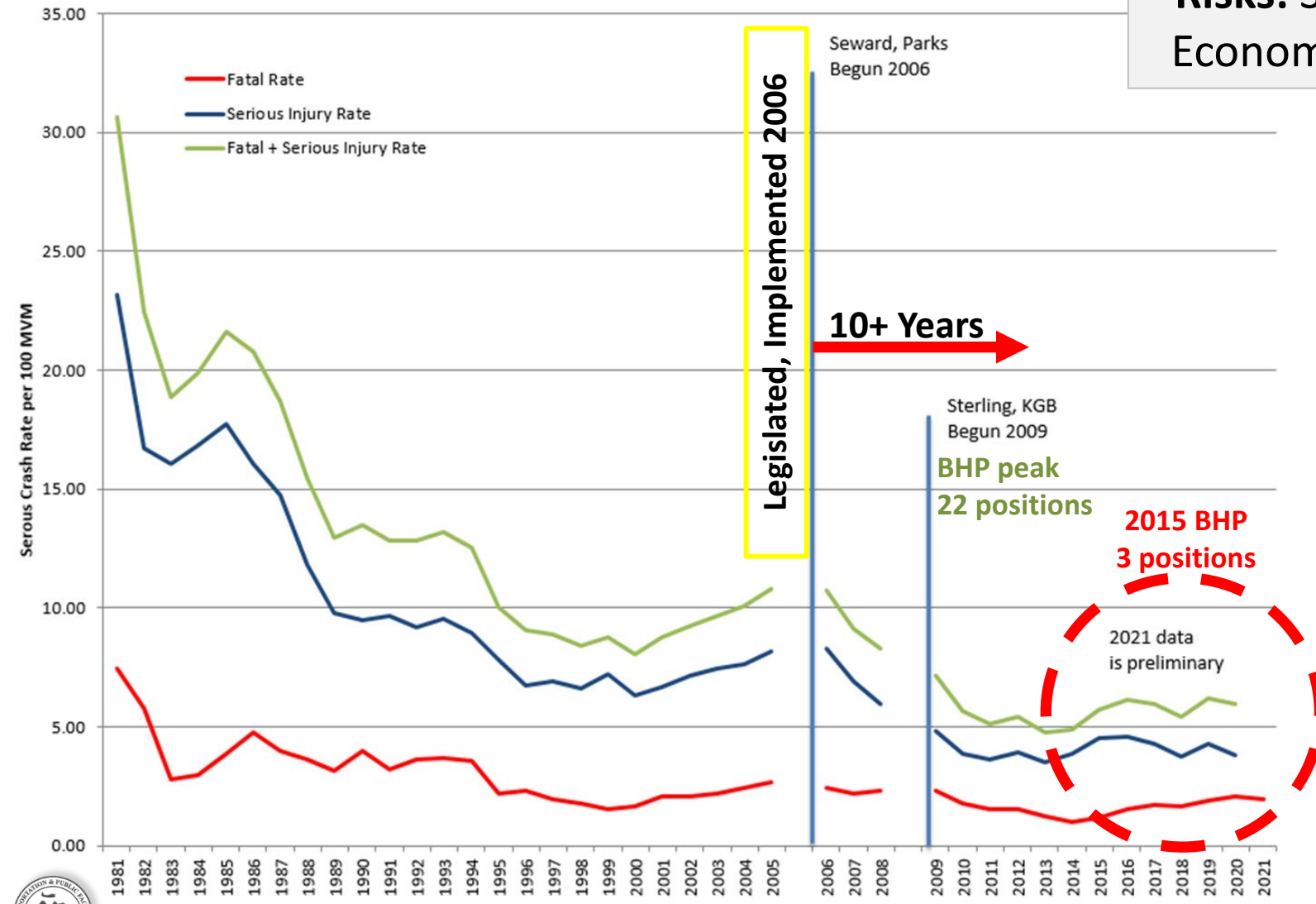




# SAFETY CORRIDORS

Safety Corridors: Serious Crash Rate (5 year rolling average)

**Risks: Safety and Economic Vitality**



# SAFETY CORRIDORS: Next Steps



**Solutions:** Engineering, Enforcement, Education, Emergency Response

## Engineering Solutions

- Seward Highway, Potter Marsh to Girdwood
- Parks Highway, Wasilla to Houston
- Sterling Highway, Sterling to Soldotna
- Knik-Goose Bay Road, Palmer-Wasilla Highway to Point MacKenzie Road

## Education Campaigns

## Enforcement Campaigns

- Bureau of Highway Patrol

## Emergency Response Support

- Glenn Highway Integrated Corridor Management





# WEST COAST ALASKA STORM RESPONSE

**Risks:** Safety, Resiliency

## Challenges

- Multiple day storm Sept. 16-19
- Impacts over hundreds of miles
- High winds, strong coastal wave, storm surge, floods
- Norton Sound sea level rise of 8-18 ft.
- Over 50 miles of fed-aid highway damaged

## Solutions

- Local DOT&PF maintenance took early actions to reopen runways
- Emergency Declarations completed quickly
- Emergency Procurements prioritized
- Contractors, Communities, & DOT&PF staff teamed up to repair infrastructure
- Partnerships with DMVA, DEC, FAA, ANTHC, FEMA, FHWA, Local Governments & more



Photo Courtesy of Cheri McConnel;  
Photos Courtesy of DOT&PF Storm Damage Survey

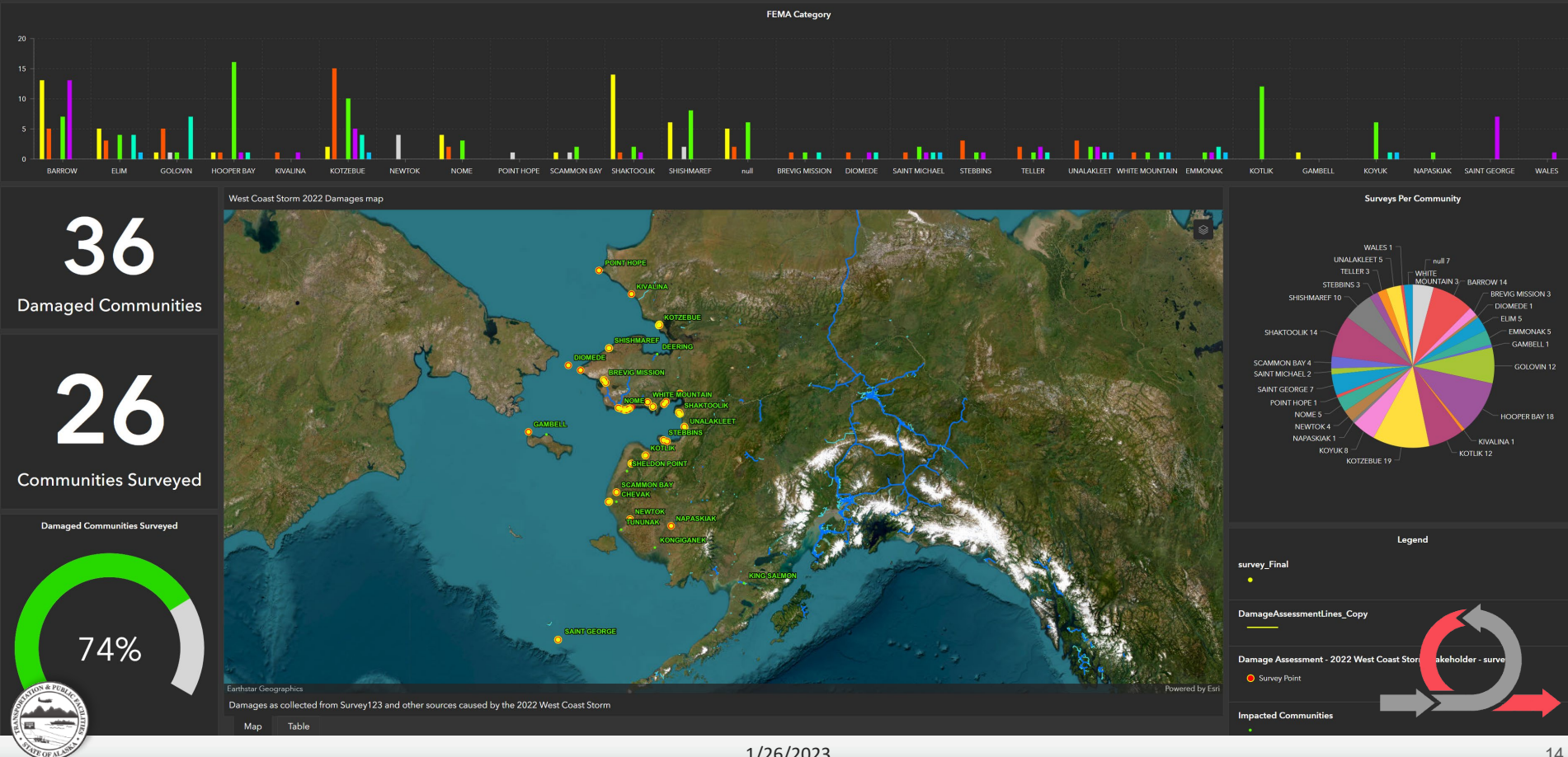




# WEST COAST ALASKA STORM RESPONSE: Next Steps

**Solutions:** Technology, Coordinated Damage Assessments, Real time responses to repair requests, Agile Project Management Processes

Alaska DOT&PF West Coast Storm Response This dashboard is still being updated.





# WINTER MAINTENANCE

**Risks:** Safety, Economic Vitality,  
Resiliency

**DOT&PF Challenges:**

- Increasing frequency of extreme events
- Vacancies, shortage of qualified workers
- Supply chain challenges
- Constrained resources





# WINTER MAINTENANCE: Next Steps

**Solutions:** Partnering, Workforce Development; Recruitment Retention, Flexibility / Scalability

## Partnering

- Local Government coordination
- Leveraging DOT&PF resources statewide

## Workforce Development

- Incident Command System training
- CDL, Equipment Operators

## Recruitment Retention

- Flexible work schedules 1X1 & 2X2
- Mission Critical Incentive Pay

## Flexibility/Scalability

- Use of contracts for emergency response
- Use of contracts or local government agreements to meet basic level of service





# COMMUNITY-DRIVEN PLANNING

**Risks:** Safety, State of Good Repair, Economic Vitality, Resiliency

**Challenges:**

- Alaska has many rural, unorganized areas
- Alaska is multi-modal, funding is not
- Geographical expanse of planning areas are largest in the nation
- Alaskan communities are unique in their Transportation needs.





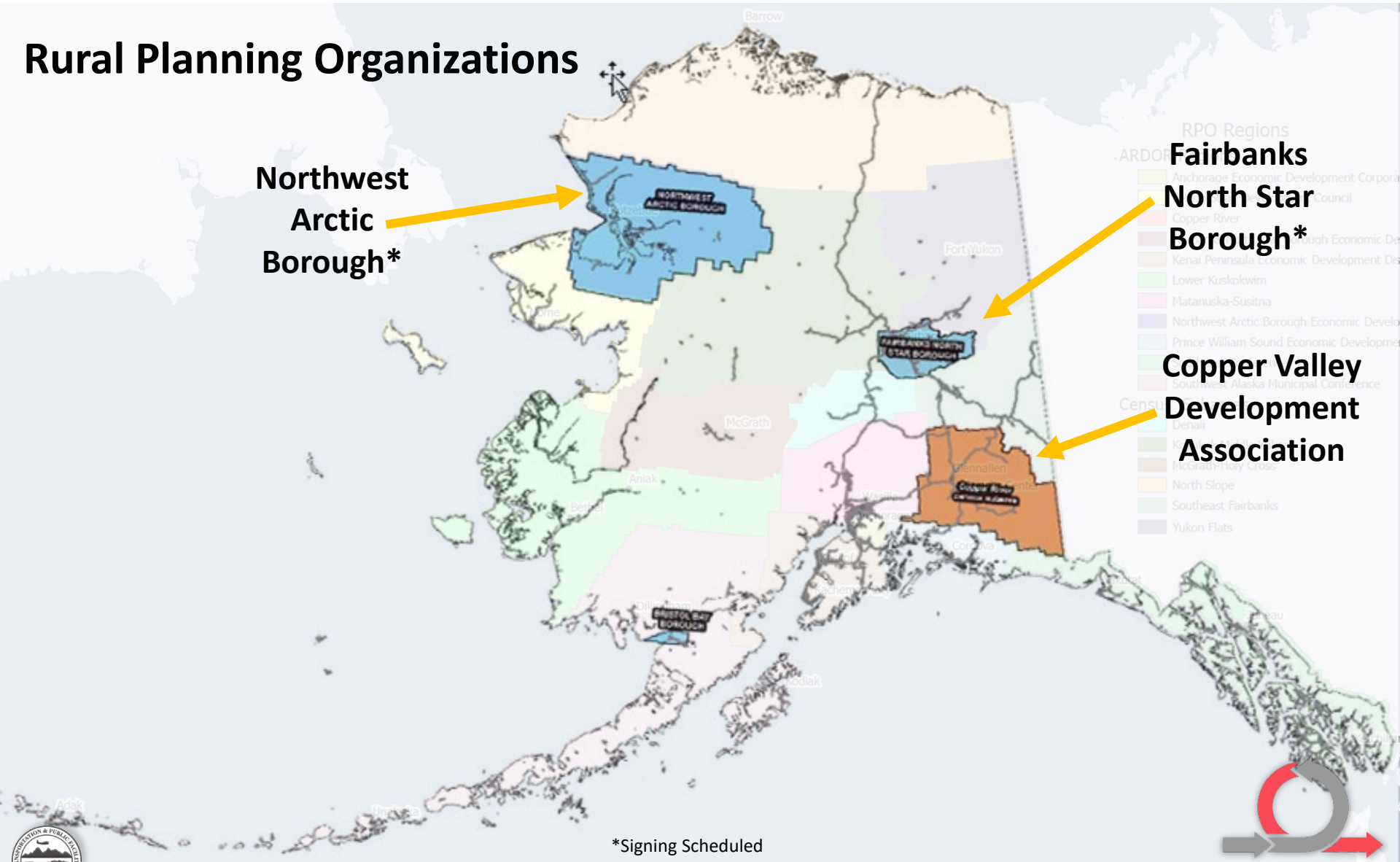
# COMMUNITY-DRIVEN PLANNING: Next Steps

## Rural Planning Organizations

Northwest  
Arctic  
Borough\*

Fairbanks  
North Star  
Borough\*

Copper Valley  
Development  
Association



# AMHS RELIABILITY

**Risks:** Safety, State of Good Repair, Economic Vitality

Aging vessels more expensive, longer in shipyard, impacting schedule and budgets.

## Challenges

- Unexpected delays for travelling public
- Overhaul timeframes increase
- Overhaul expense increasing
- Essential service to coastal communities is reduced with due to ship availability reductions





# AMHS RELIABILITY: Next Steps



## **Solutions:** Capital investment; IIJA; Discretionary Grants

- Charting the Course Initiative
- Operational Audit
- Review of maintenance and overhaul practices
- Leverage younger ships in the fleet
- Pursue capital program for vessel replacement via IIJA funding, discretionary grants



# THANK YOU.

**Ryan Anderson, P.E.**

**Commissioner**

**907-465-3900**

**[DOT.Commissioner@Alaska.gov](mailto:DOT.Commissioner@Alaska.gov)**



*Northern lights dance over the Tazlina  
Maintenance Station.*

Photo by Carolyn Conway, Alaska DOT&PF

1/26/2023