

**01/22/13
OVERVIEW: DEPT.
OF TRANSPORT. &
PUBLIC
FACILITIES ON
SURFACE
TRANSPORTATION,
ROADS TO
RESOURCES AND
MAP-21**

<TARGET><BILL></BILL><SUBJECT>01-22-13 OVERVIEW
DEPARTMENT OF TRANSPORTATION and PUBLIC FACILITIES ON
SURFACE TRANSPORTATION, ROADS TO RESOURCES AND MAP-
21</SUBJECT><COMM>HTRA28</COMM></TARGET>



Alaska Department of Transportation & Public Facilities

JOINT TRANSPORTATION COMMITTEE
HIGHWAYS OVERVIEW

Deputy Commissioner K. Kim Rice, P.E.
January 22, 2013



Outline

- DOT & PF
 - Purpose - Statutes
 - Agency's Mission
- DOT&PF's Organization
 - Headquarters – Programs, Policy
 - Regions – Capital Program Delivery; M&O
- Budget – Operating & Capital
- Strengths / Challenges / Initiatives
- Web Information

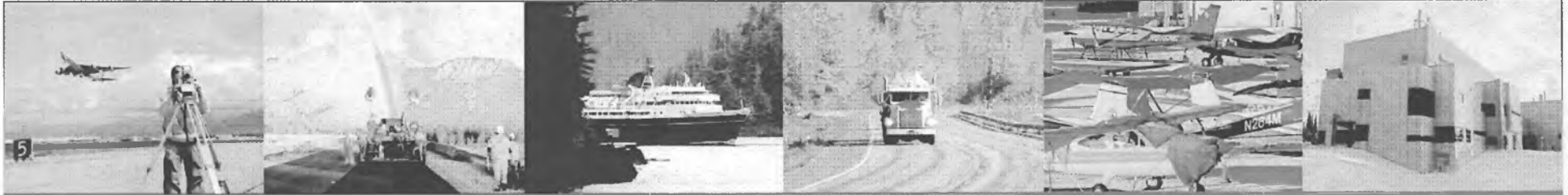


Alaska Statute

AS 44.42.020 Department of Transportation and Public Facilities

(a) The department shall

- (1) plan, design, construct, and maintain all state modes of transportation and transportation facilities and all docks, floats, breakwaters, buildings, and similar facilities;
- (2) study existing transportation modes and facilities in the state to determine how they might be improved or whether they should continue to be maintained;
- (3) study alternative means of improving transportation in the state with regard to the economic costs of each alternative and its environmental and social effects;
- (4) develop a comprehensive, long-range, intermodal transportation plan for the state;
- (5) study alternatives to existing modes of transportation in urban areas and develop plans to improve urban transportation;
- (6) cooperate and coordinate with and enter into agreements with federal, state, and local government agencies and private organizations and persons in exercising its powers and duties;
- (7) manage, operate, and maintain state transportation facilities and all docks, floats, breakwaters, and buildings, including all state highways, vessels, railroads, pipelines, airports, and aviation facilities;



Alaska Statute

AS 44.42.020 Department of Transportation and Public Facilities

(a) The department shall (con't)

(8) study alternative means of transportation in the state, considering the economic, social, and environmental effects of each alternative;

(9) coordinate and develop state and regional transportation systems, considering deletions, additions, and the absence of alterations;

(10) develop facility program plans for transportation and state buildings, docks, and breakwaters required to implement the duties set out in this section, including but not limited to functional performance criteria and schedules for completion;

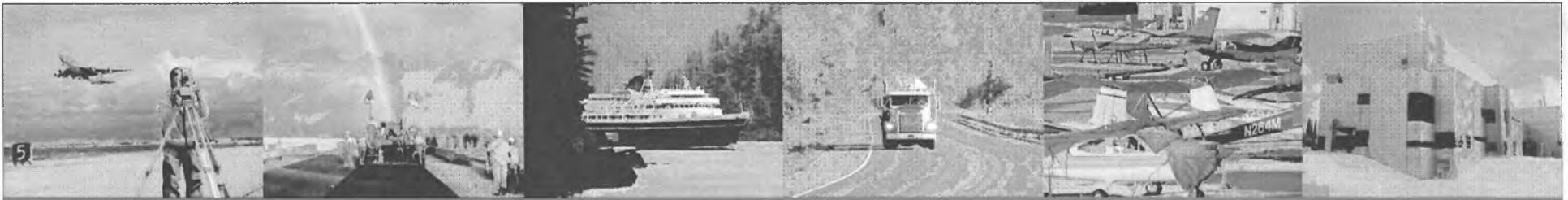
(11) supervise and maintain all state automotive and mechanical equipment, aircraft, and vessels, except vessels and aircraft used by the Department of Fish and Game or the Department of Public Safety; for state vehicles maintained by the department, the department shall, every five years, evaluate the cost, efficiency, and commercial availability of alternative fuels for automotive purposes, and the purpose for which the vehicles are intended to be used, and convert vehicles to use alternative fuels or purchase energy efficient vehicles whenever practicable; the department may participate in joint ventures with public or private partners that will foster the availability of alternative fuels for all automotive fuel consumers;

(12) supervise aeronautics inside the state, under AS 02.10;

(13) implement the safety and financial responsibility requirements for air carriers under AS 02.40;

(14) inspect weights and measures;

(15) at least every four years, study alternatives available to finance transportation systems in order to provide an adequate level of funding to sustain and improve the state's transportation system.



Alaska Statute

- **Alaska Statutes: AS 19.05.125 Purpose.**

The purpose of AS 19.05 - AS 19.25 is to establish a highway department capable of carrying out a highway planning, construction, and maintenance program that will provide a common defense to the United States and Alaska, a network of highways linking together cities and communities throughout the state (thereby contributing to the development of commerce and industry in the state, and aiding the extraction and utilization of its resources), and otherwise improve the economic and general welfare of the people of the state.

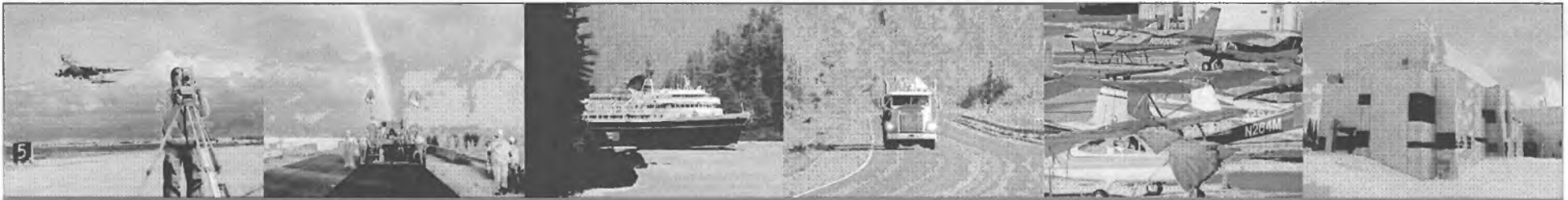


Mission

“Get Alaska moving through service and infrastructure.”

To do this we:

- Provide for the safe and efficient movement of people and goods
- Provide access to state services
- Open opportunities for exploration and development of Alaska's resources



Core Values

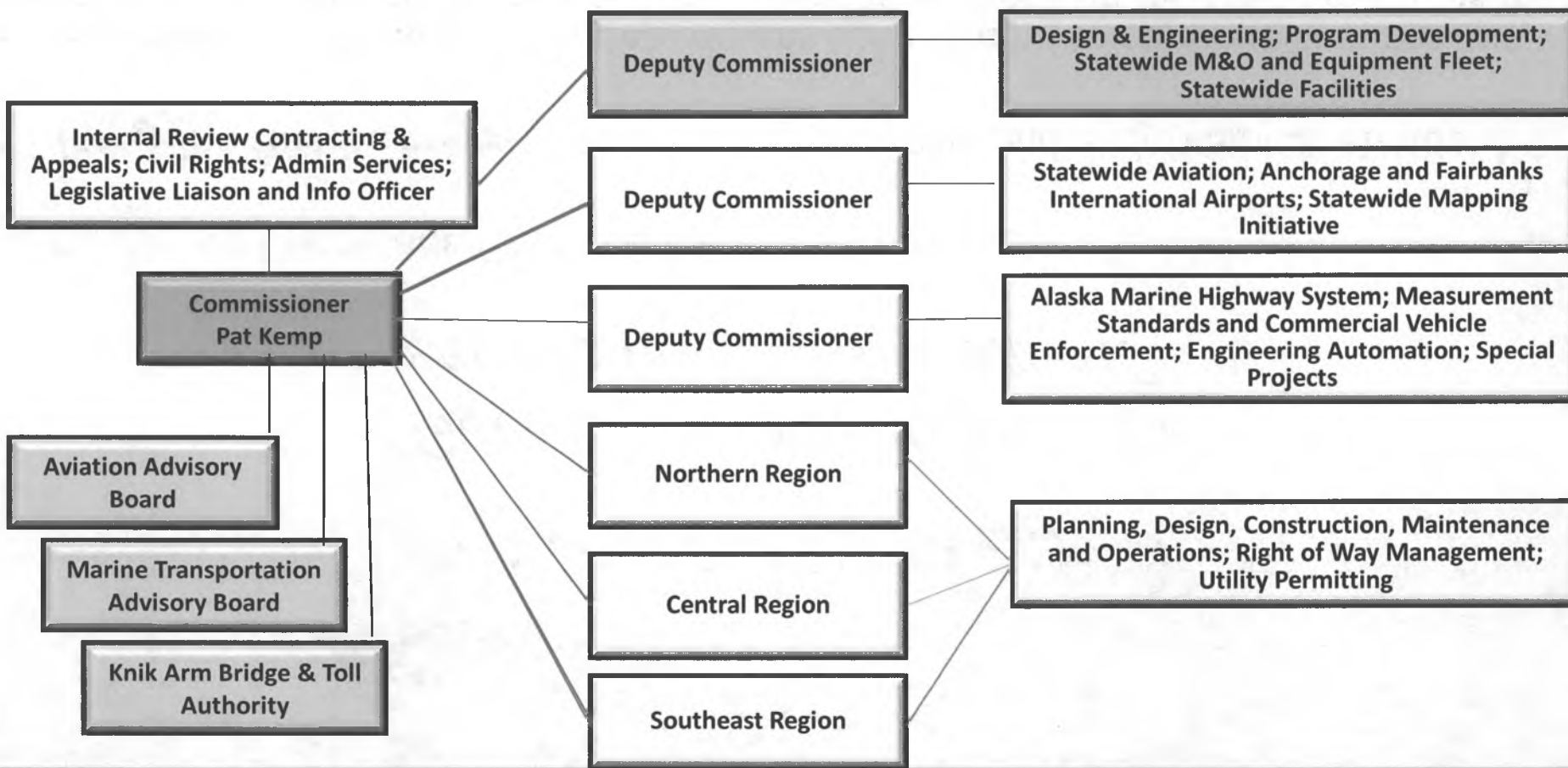
“Get Alaska moving through service and infrastructure.”

To do this we Encourage/Embrace the Core Values

- ***Integrity:*** Ensure honesty, dependability, loyalty, and a high ethical standard
- ***Excellence:*** Personal and department commitment to continually improve individual, team, and organizational knowledge, performance, and methods to provide superior service and products
- ***Respect:*** Positive regard for colleagues and customers



Organization





Statewide Functions

- Statewide Engineering
 - Standards, Bridge Design, Harbors
 - Geotechnical/Materials, Right of Way, Environmental
- Statewide Maintenance
- Planning/Program Development
 - STIP, long range plan, data warehouse, highway safety office
- Administrative, Commercial Vehicles, State Equipment Fleet, Facilities
- Statewide Aviation, AMHS

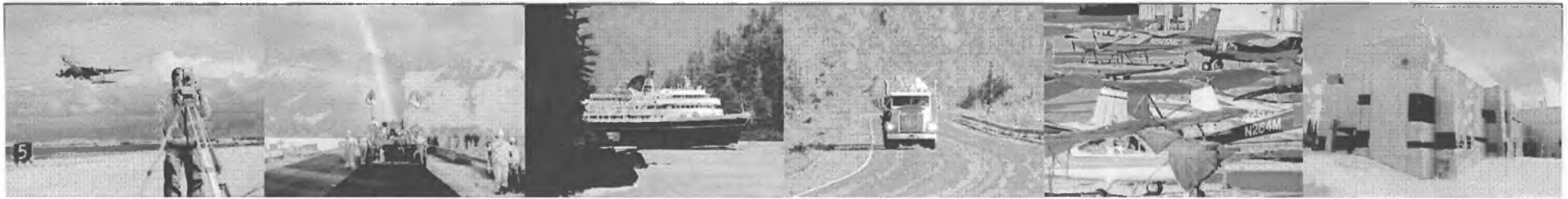
Adg. Regions

• <http://dot.state.ak.us/>



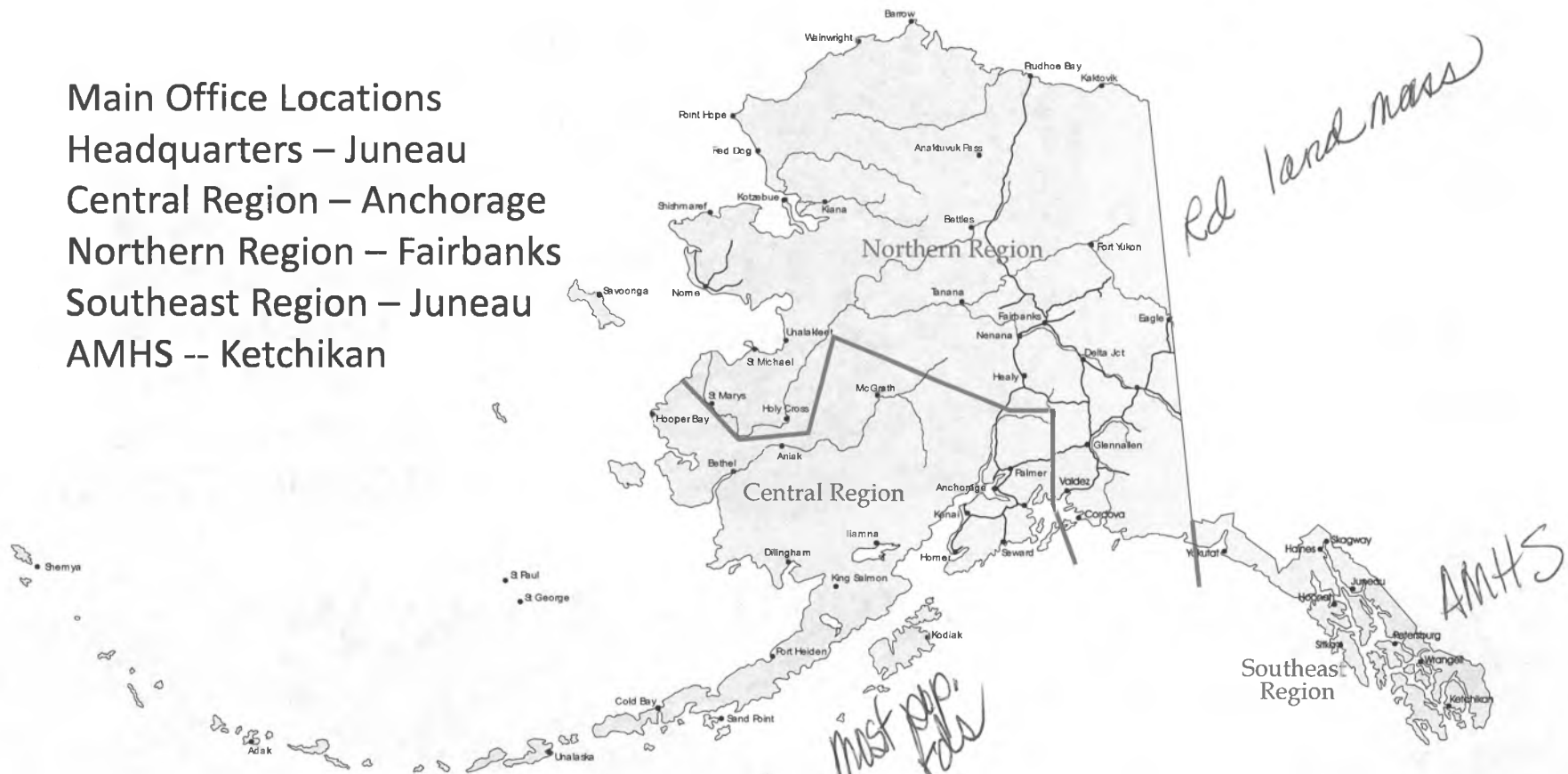
Regional Offices

- 3 Geographic regions:
 - Highway design and construction
 - M&O to both highways and rural aviation systems
 - Planning, ROW, environmental, other
 - Rural aviation design, construction and leasing

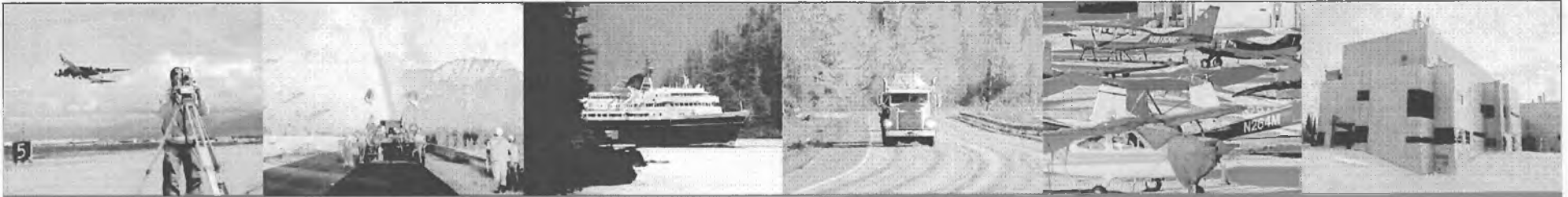


DOT&PF Regional Boundaries

Main Office Locations
 Headquarters – Juneau
 Central Region – Anchorage
 Northern Region – Fairbanks
 Southeast Region – Juneau
 AMHS -- Ketchikan



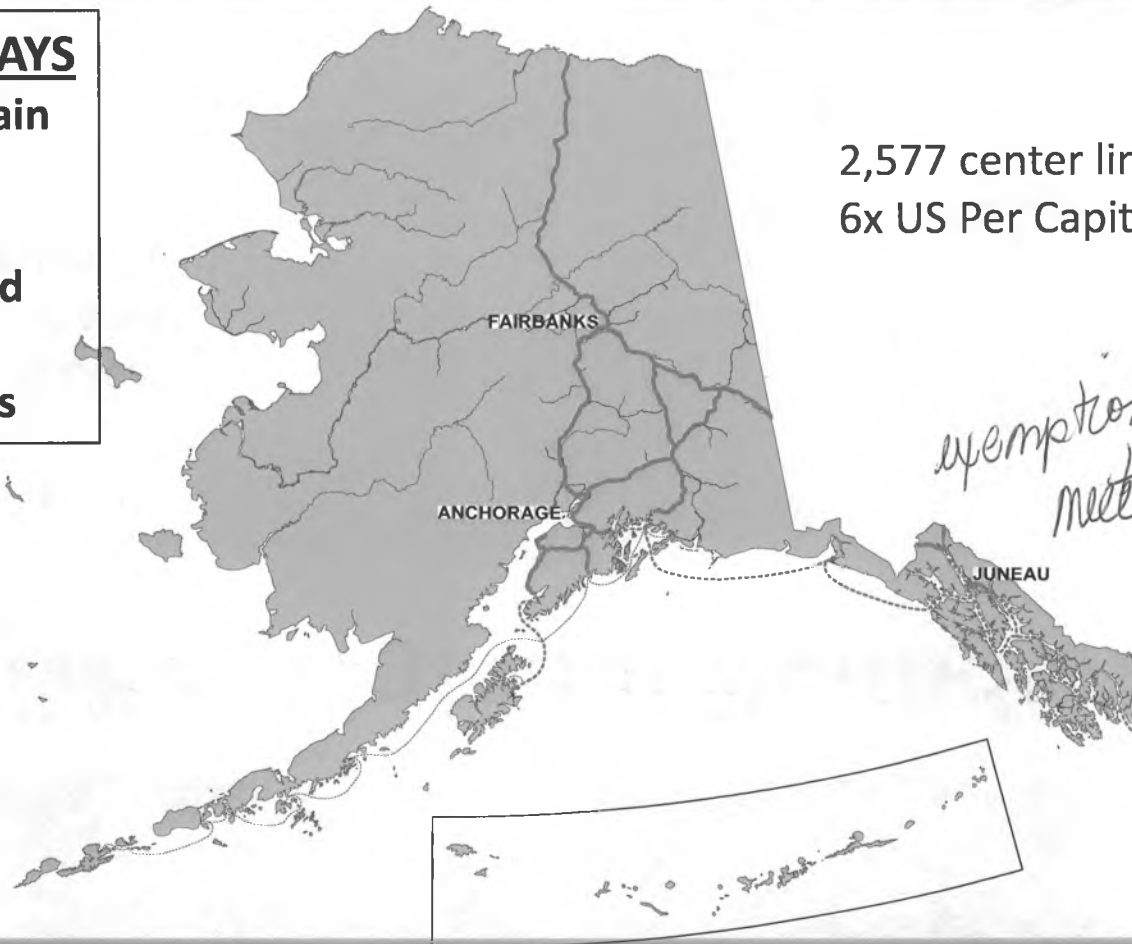
<http://dot.state.ak.us/regions-portal.shtml>

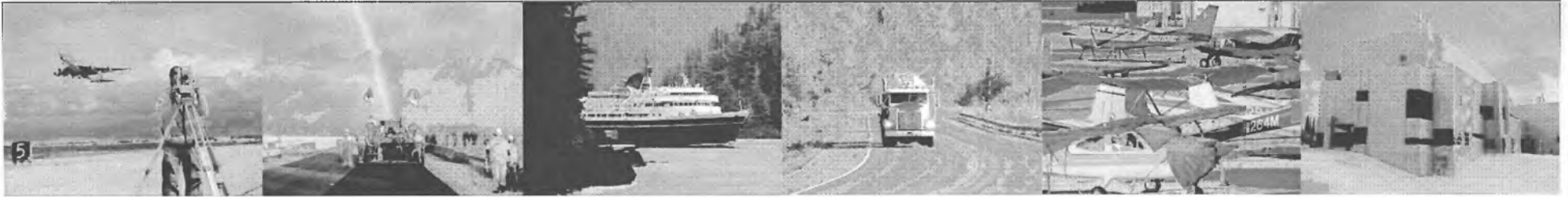


National Highway System

DOT&PF HIGHWAYS

- Own and maintain 5,601 miles of roads/highways
- 805 State Owned Bridges
- 7 Weigh Stations

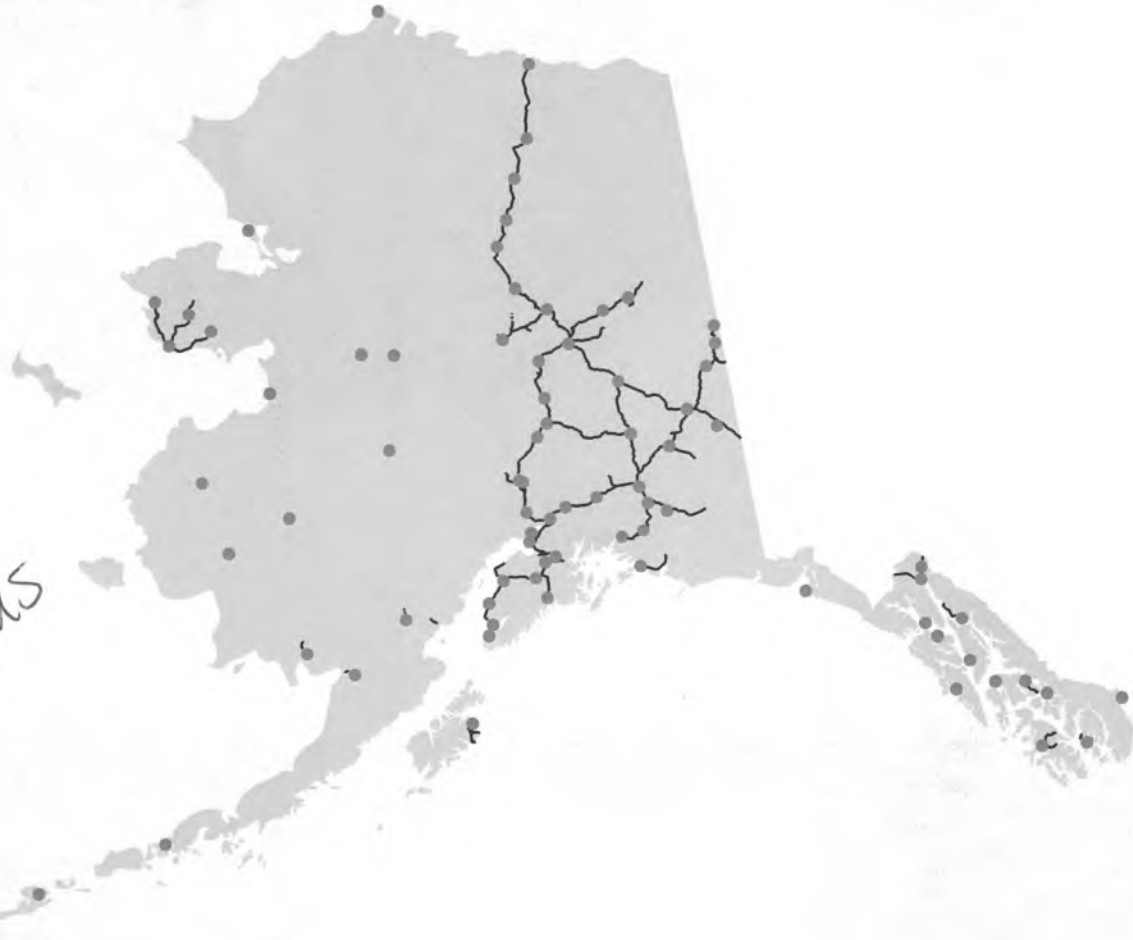


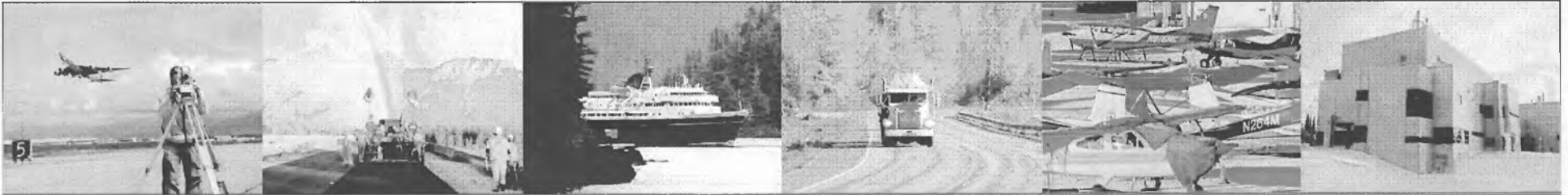


DOT&PF Maintenance Stations

84 Stations Statewide

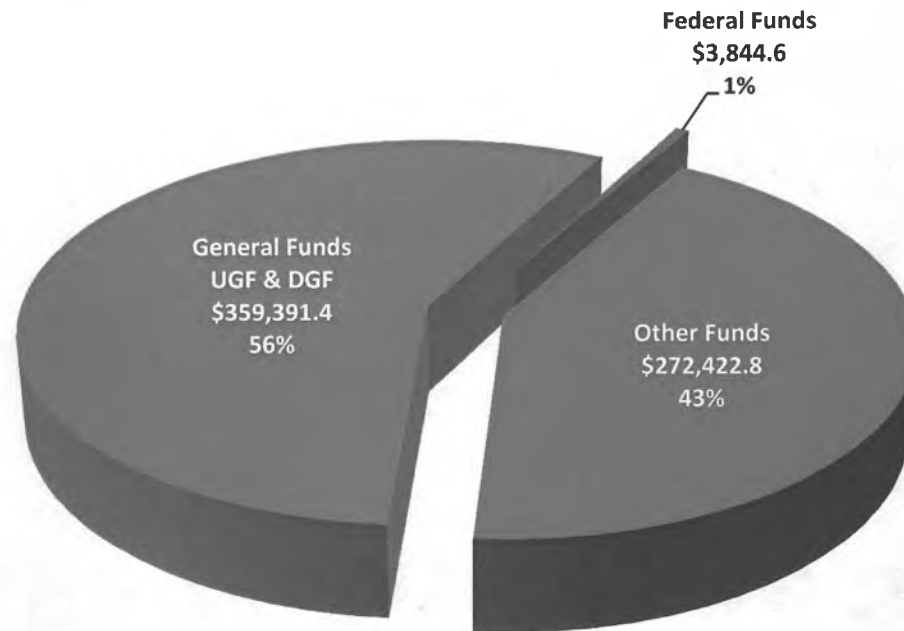
*hard to separate
airports
marine
and roads
w/ respect to
maint. stations*





FY14 Operating Budget

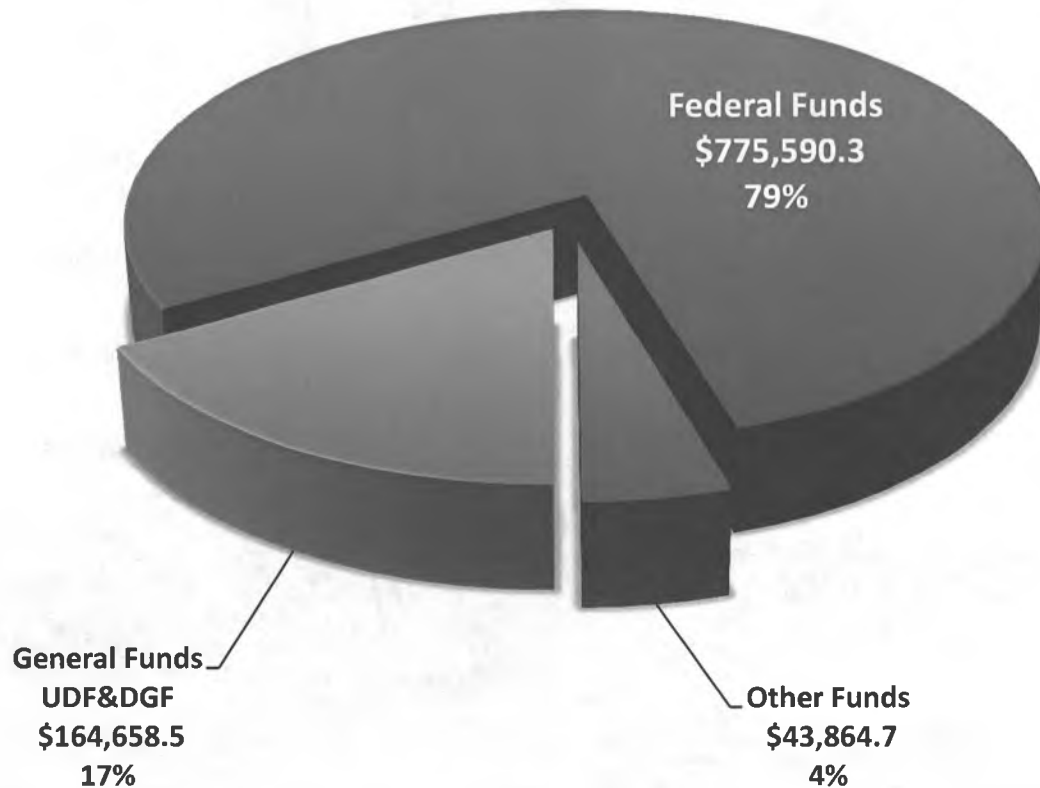
Total: \$635,658.8





FY14 Capital Budget

Total: \$984,113.5

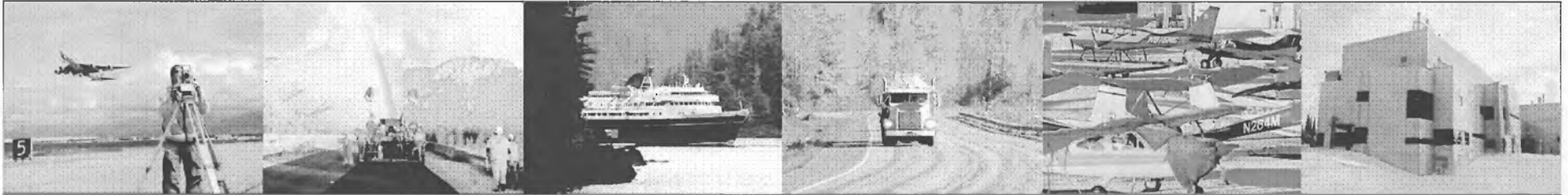


Federal Programs	Amounts
Aviation Program	\$191,444.3
Highway Program	\$501,500.0
Statewide Federal Programs	\$82,650.0

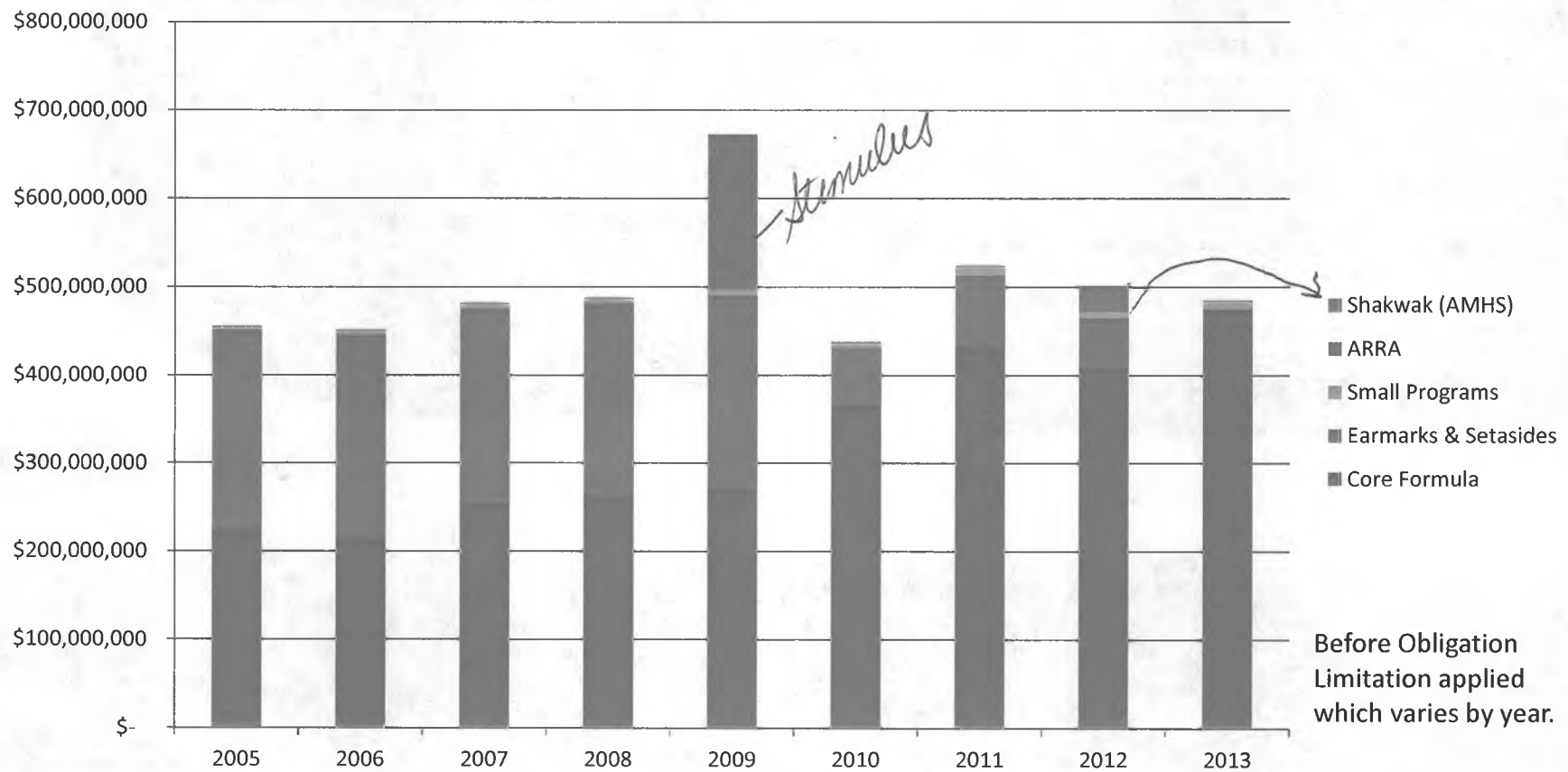
- Federal Highway Program (FHWA)
- Federal Aviation Program (FAA)
- Federal Transit Administration (FTA)
- National Highway Traffic Safety Administration (NHTSA)
- Federal Motor Carrier Safety Administration (FMCSA)

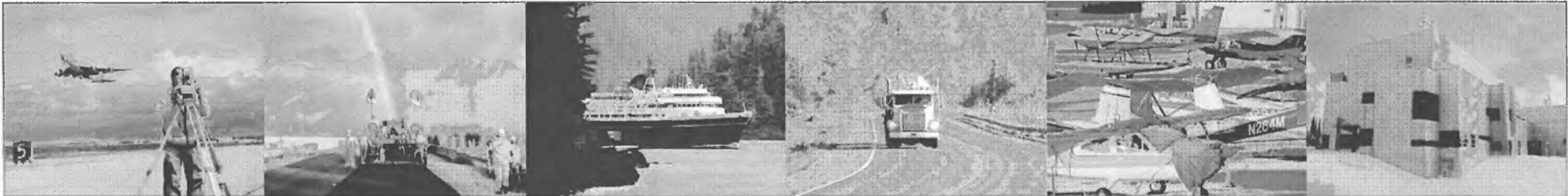
\$ 1B

boom

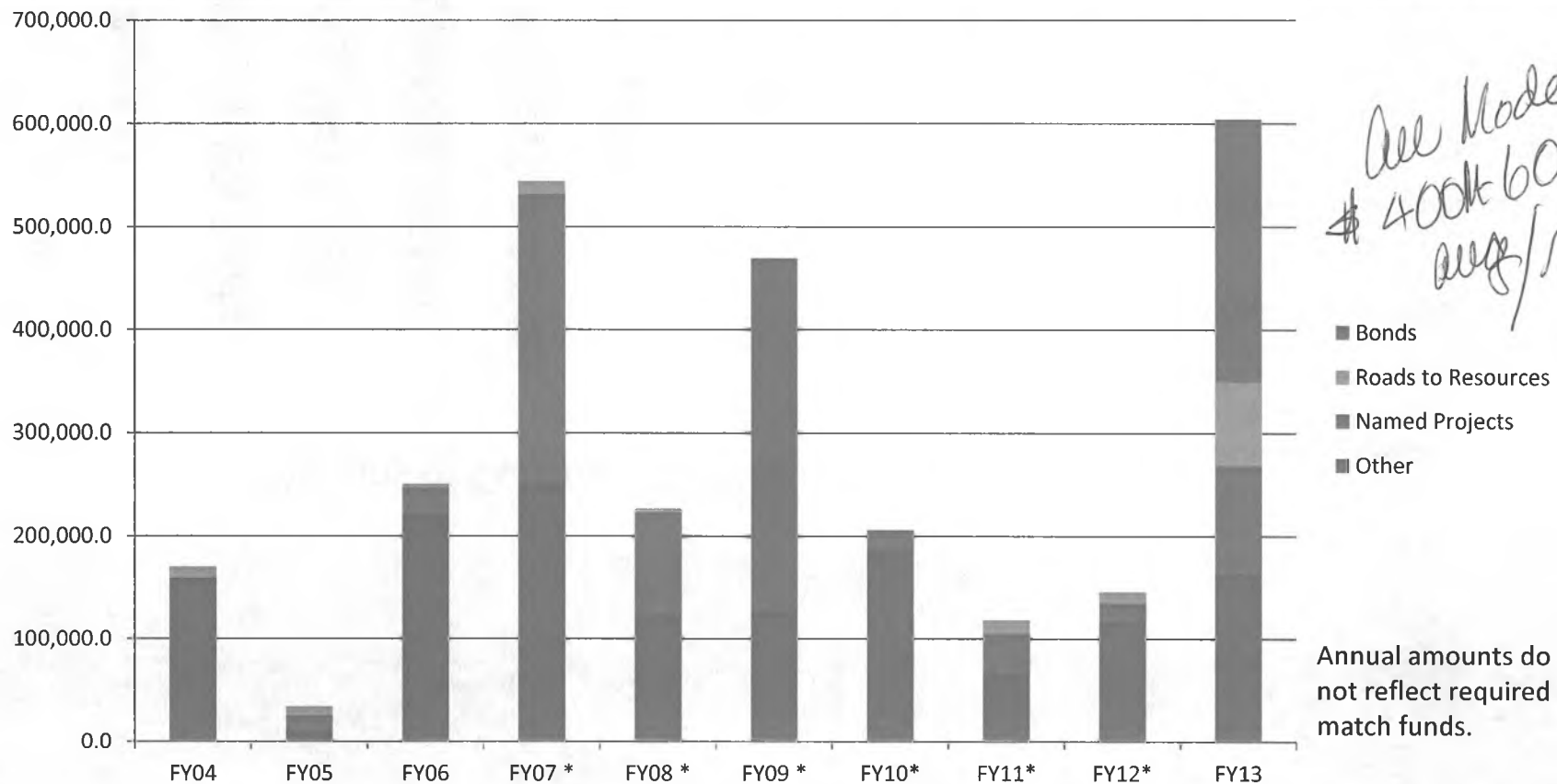


Federal Capital Program



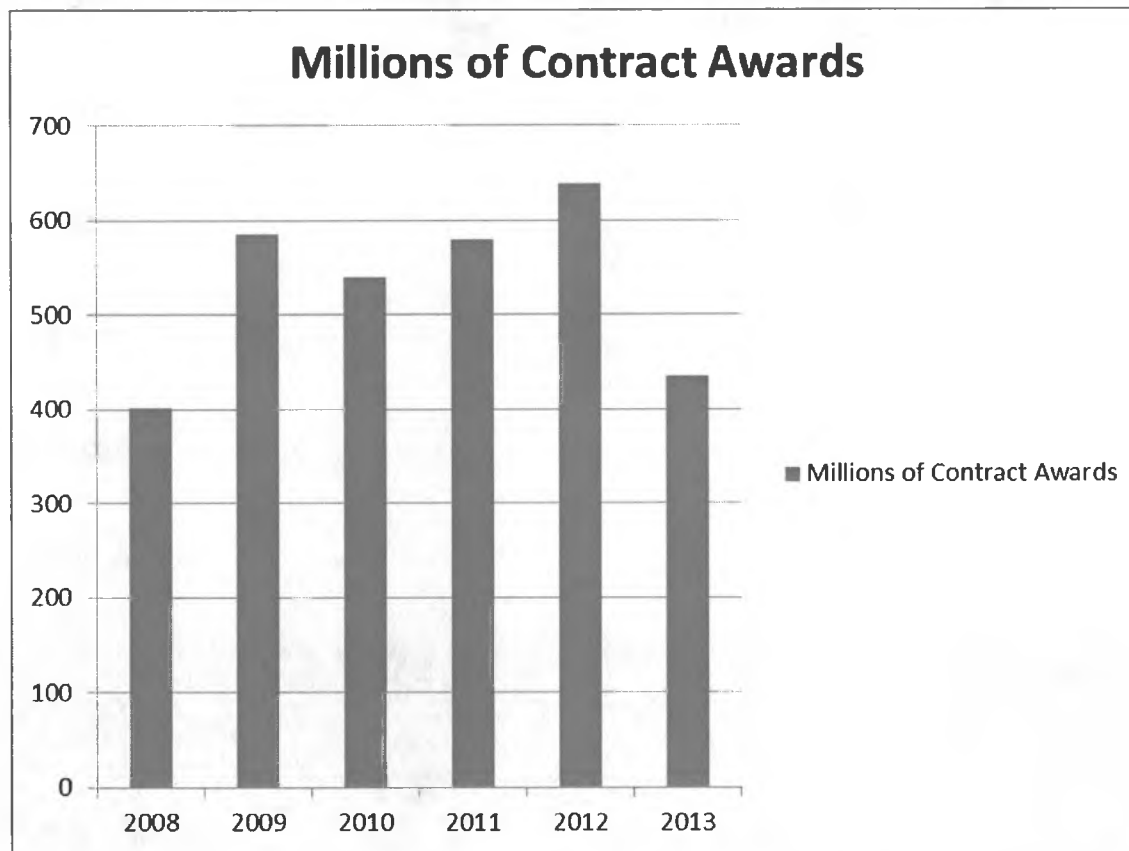


State Capital Program





DOT & PF Capital Construction Projects



NOTE:

a. All construction awards (aviation, marine highways, highways, facilities)

b. All fund sources – State, GF, Federal

c. 2013 is estimated. - will likely be larger.

<http://www.dot.state.ak.us/procurement/index.shtml>



Strengths

- **History of success**
 - Tough mission, in a tough environment
 - Permafrost, mountains, oceans, extreme climate, vast distances
- **Not just about highways / Most diverse state DOT among 50 states / Multi-model**
- **Workforce –Great People!**
 - **Strong work ethic**
 - Competence - experience, expertise, knowledge
 - Dedicated
 - Pride in accomplishments
- **Quantity and quality of assets**
- **Diverse & interesting challenges**
 - Opportunity for growth
 - Opportunity to serve



Challenges

- M&O \$ – Balancing budget against needs, changing conditions and expectations
- Capital \$ – very dependent upon federal funds, dollars not indexed to need or construction cost
 - Rural essential needs
 - Population growth demands, more lanes
 - Safety issues
- Staffing – Aging workforce / Recruitment & Retention
- Environmental issues – continue to expand, new issues being raised, longer process timelines

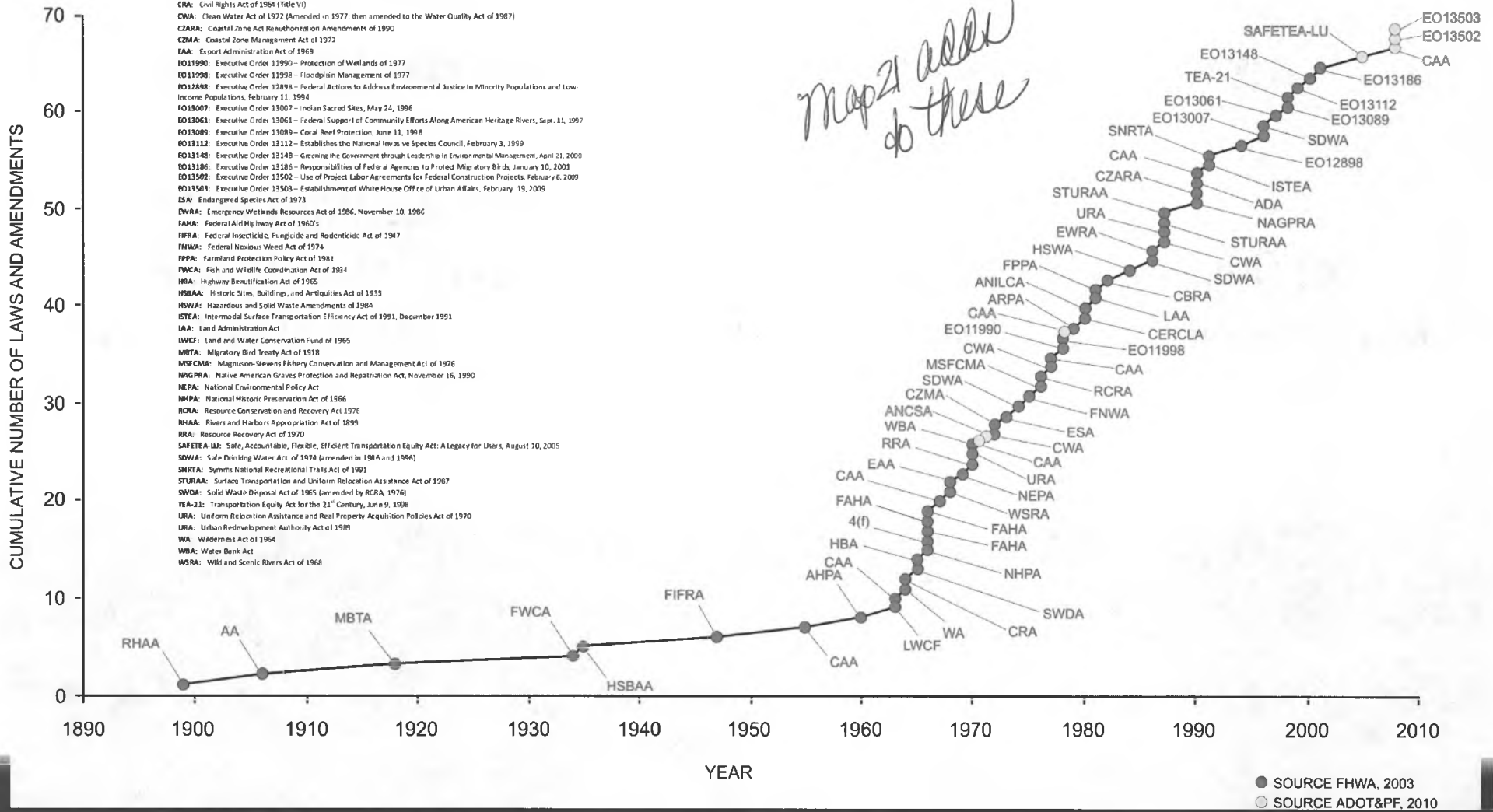
#20B
Backlog

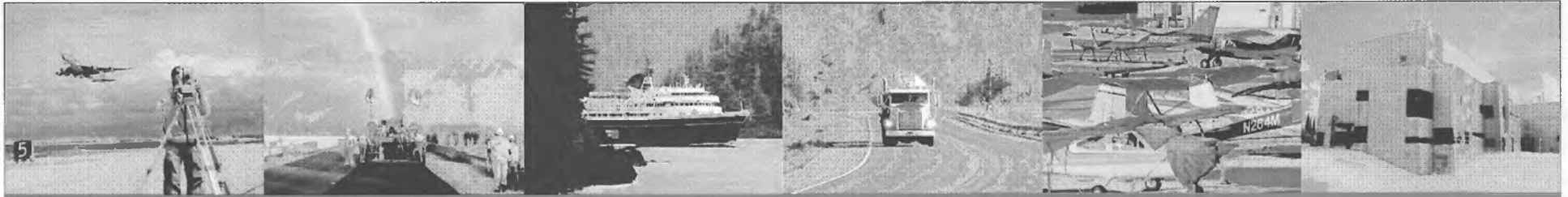
Slows
Processes

Federal Environmental Requirements Affecting Transportation

Acronym - Description

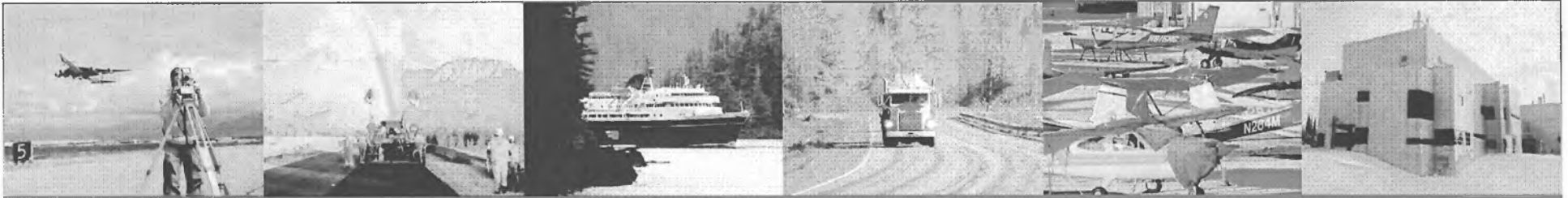
- 4(f): Section 4(f) of the Department of Transportation Act of 1966
- AA: American Antiquities Act of 1906
- ADA: Americans with Disabilities Act of 1990 (also ADA Amendments Act of 2008)
- ADPA: Archeological and Historic Preservation Act of 1974 (Expansion of Reservoir Salvage Act of 1960)
- ANCSA: Alaska Native Claims Settlement Act, 1971
- ANILCA: Alaska National Interest Lands Conservation Act, 1980
- ARPA: Archeological Resources Protection Act of 1979
- CAA: Air Pollution Control Act of 1955 (later replaced by Clean Air Act of 1963, amended in 1970, 1977, 1990; Endangerment Finding regarding greenhouse gases, 2009)
- CBRA: Coastal Barrier Resources Act of 1982
- CERCLA: Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (Superfund)
- CRA: Civil Rights Act of 1964 (Title VI)
- CWA: Clean Water Act of 1972 (Amended in 1977; then amended to the Water Quality Act of 1987)
- CZARA: Coastal Zone Act Reauthorization Amendments of 1990
- CZMA: Coastal Zone Management Act of 1972
- EAA: Export Administration Act of 1969
- EO11990: Executive Order 11990 - Protection of Wetlands of 1977
- EO11998: Executive Order 11998 - Floodplain Management of 1977
- EO12898: Executive Order 12898 - Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, February 11, 1994
- EO13007: Executive Order 13007 - Indian Sacred Sites, May 24, 1996
- EO13061: Executive Order 13061 - Federal Support of Community Efforts Along American Heritage Rivers, Sept. 11, 1997
- EO13089: Executive Order 13089 - Coral Reef Protection, June 11, 1998
- EO13112: Executive Order 13112 - Establishes the National Invasive Species Council, February 3, 1999
- EO13148: Executive Order 13148 - Greening the Government through Leadership in Environmental Management, April 21, 2000
- EO13186: Executive Order 13186 - Responsibilities of Federal Agencies to Protect Migratory Birds, January 10, 2001
- EO13502: Executive Order 13502 - Use of Project Labor Agreements for Federal Construction Projects, February 6, 2009
- EO13503: Executive Order 13503 - Establishment of White House Office of Urban Affairs, February 19, 2009
- ESA: Endangered Species Act of 1973
- EWRA: Emergency Wetlands Resources Act of 1986, November 10, 1986
- FAHA: Federal Aid Highway Act of 1956's
- FIFRA: Federal Insecticide, Fungicide and Rodenticide Act of 1947
- FNMA: Federal National Mortgage Act of 1934
- FPPA: Farmland Protection Policy Act of 1981
- FWCA: Fish and Wildlife Coordination Act of 1954
- HBA: Highway Beautification Act of 1965
- HSBAA: Historic Sites, Buildings, and Antiquities Act of 1935
- HSWA: Hazardous and Solid Waste Amendments of 1984
- ISTEA: Intermodal Surface Transportation Efficiency Act of 1991, December 1991
- LAA: Land Administration Act
- LWCF: Land and Water Conservation Fund of 1965
- MBTA: Migratory Bird Treaty Act of 1918
- MSFCMA: Magnuson-Stevens Fishery Conservation and Management Act of 1976
- NAGPRA: Native American Graves Protection and Repatriation Act, November 16, 1990
- NEPA: National Environmental Policy Act
- NHPA: National Historic Preservation Act of 1966
- RCRA: Resource Conservation and Recovery Act 1976
- RHAA: Rivers and Harbors Appropriation Act of 1899
- RRA: Resource Recovery Act of 1970
- SAFETEA-LU: Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, August 10, 2005
- SDWA: Safe Drinking Water Act of 1974 (amended in 1986 and 1996)
- SNRTA: Symms National Recreational Trails Act of 1991
- STURAA: Surface Transportation and Uniform Relocation Assistance Act of 1967
- SWDA: Solid Waste Disposal Act of 1965 (amended by RCRA, 1976)
- TEA-21: Transportation Equity Act for the 21st Century, June 9, 1998
- URA: Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
- URA: Urban Redevelopment Authority Act of 1980
- WA: Wilderness Act of 1964
- WBA: Water Bank Act
- WSRA: Wild and Scenic Rivers Act of 1968





Challenges / Opportunities

- Federal Authorization – “Moving Ahead for Progress in the 21st Century” (MAP-21). Impacts available funding for local projects (Presentation by Mike Vigue)
- Roads to Resources (R2R) – (Presentation by Murray Walsh)



DOT&PF Information Sources

- DOT Website <http://dot.state.ak.us/>
- 511 – Traveler Information (Road Conditions, RWIS...) <http://511.alaska.gov/alaska511/mappingcomponent>
- Navigator Construction Status - <http://alaskanavigator.org/>
- Active Project Status - <http://dot.alaska.gov/projects-status/>
- Links to Project Websites http://dot.alaska.gov/project_info/index.shtml
- State Transportation Improvement Program <http://www.dot.state.ak.us/stwdplnq/cip/stip/index.shtml>



Contact Info

- kkim.rice@alaska.gov
- Sign up for GovDelivery.com
 - User subscription to all things DOT
 - 30+ topics
 - Free, no junk mail to follow.
 - By text or email
 - Easy to change or cancel too





Alaska Department of Transportation & Public Facilities

Roads to Resources

Joint House/Senate Transportation Committees

January 22, 2013

Patrick Kemp, P.E.
Commissioner

Murray Walsh.
Roads to Resource Manager



Roads to Resources Program

- Road to Resources funds have previously been used on smaller economic development projects
- Focus expanded to larger projects to fill the pipeline, create jobs, and increase commerce





Roads to Resources Program

Guidelines for funding and design standards:

- Initial permitting accomplished by DOT&PF
- Initial road is “long and skinny” constructed to minimum design standards to support development startup
- Initial road is funded either by DOT&PF or in partnership with the developer
- A long-range public/private partnership agreement would be forged to best fit both partners



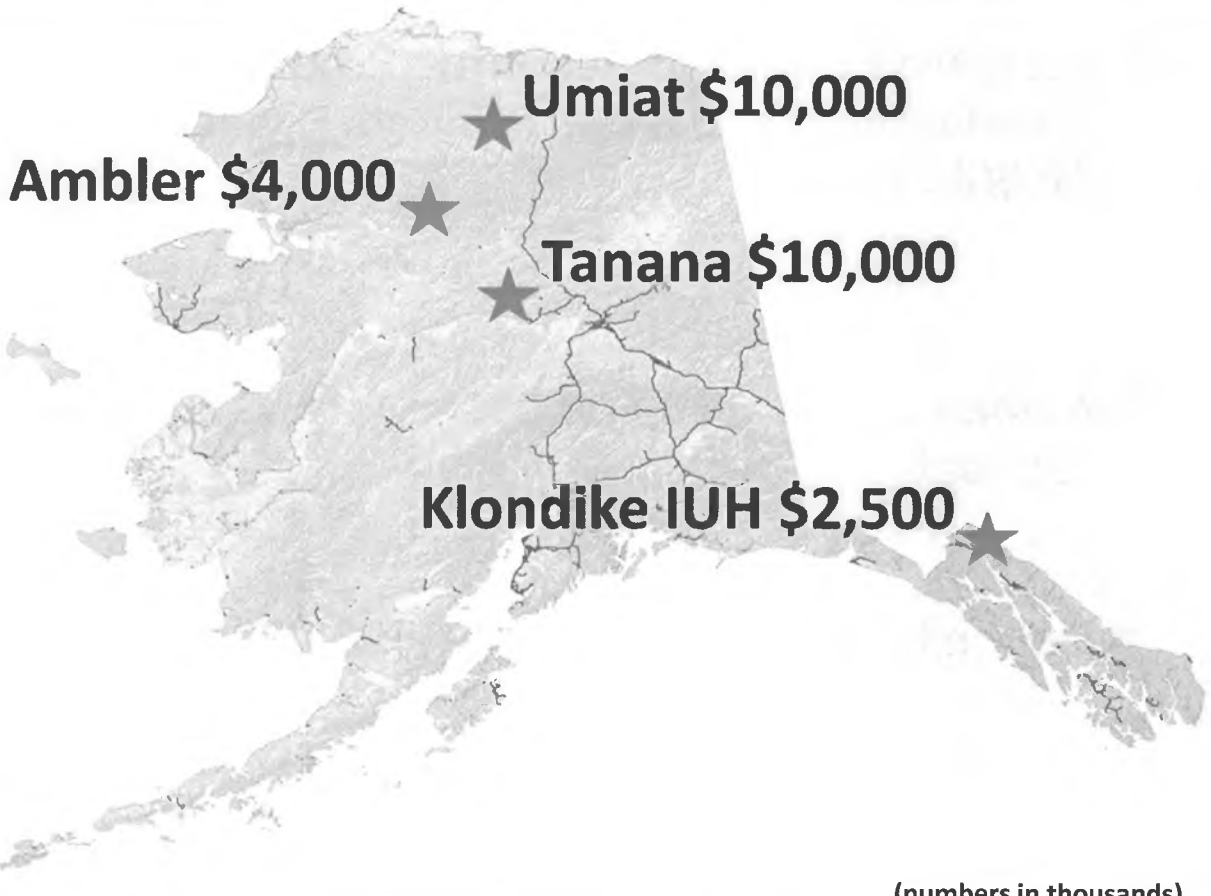
Roads to Resources Program

- Road is improved to higher standards as traffic and development dictates
- Funding to improve the road will be borne by the resource developers
- Roadway could be designated an “Industrial Use Highway” in order to charge tolls to industrial users (AS 44.62)
- Annual M&O costs could be funded with IUH receipts



Roads to Resources 2013 Capital Budget

★ Statewide Roads to Resource Program Development and Small Projects Evaluation \$2,000



(numbers in thousands)



Roads to Resources 2014 Capital Budget Request

- ★ **Statewide Roads to Resource Program
Development and Small Projects Evaluation
\$2,000,000**

- ★ **Ambler Access, \$8,500,000 in AIDEA budget
request**

- ★ **Dalton Highway Upgrade, \$7,500,000**

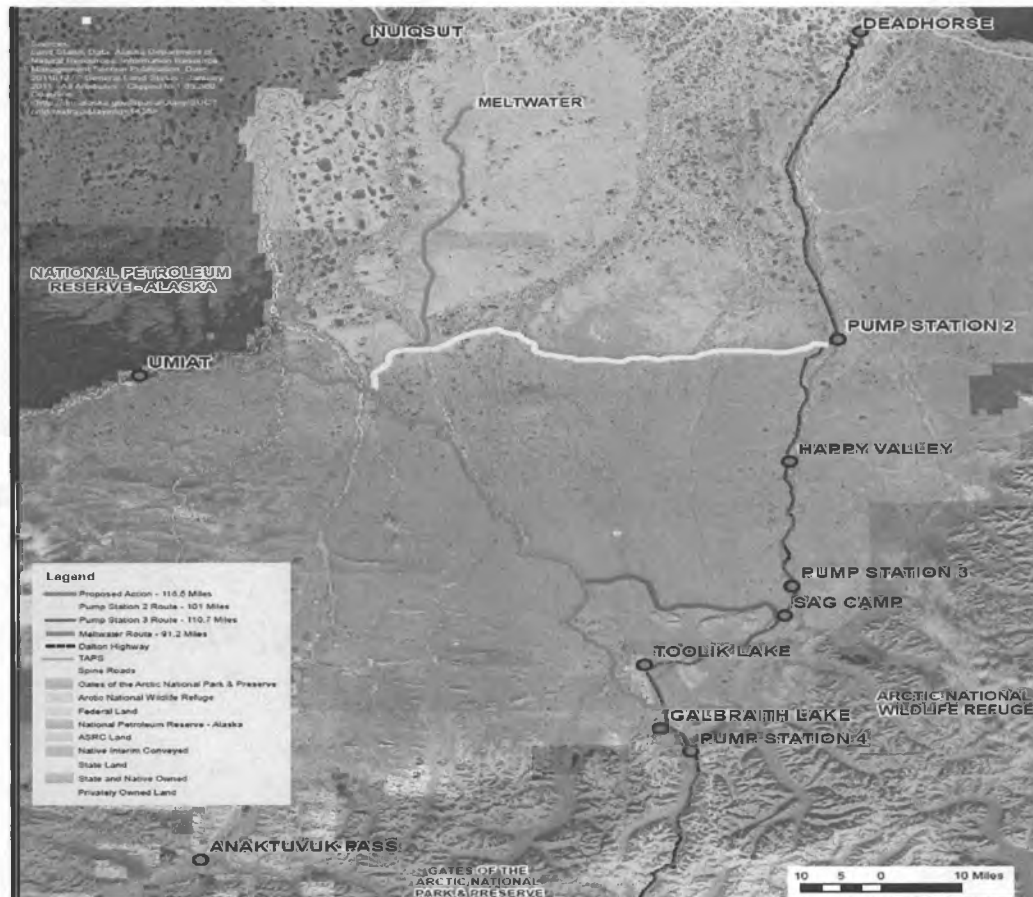


Road to Umiat – Foothills West

- Umiat is a petroleum rich area, 200 to 300 million barrels of oil, and trillions of cubic feet of gas
- 18' wide road with inter-visible turnouts
- \$200 million to \$300 million construction estimate for road and bridges
- Corps of Engineers is lead federal agency on NEPA, R.O.D. in early 2015



Road to Umiat - Foothills West





Roads to Resources Ambler Mining District Access

- Ambler Mining District is a mineral rich area (Cu, Zn, Pb, Ag, and Au)
- 300 direct jobs for development of NovaCopper's Arctic deposit
- NovaCopper and NANA Corp. have entered into a partnership to develop mineral resources
- FY 2014 budget request includes \$8,500,000 for AIDEA to continue the work



Ambler Mining District

- Contains over 120 million tons: Cu, Zn, Pb, Ag, Au resources yielding:

Published or Announced Mineral Resources

(6 of 106 Mineral occurrences)

September 17, 2010 DNR Report

Copper - 4,360,000 tons

Zinc - 5,629,000 tons

Lead - 900,000 tons

Silver - 240,000,000 ounces

Gold - 1,940,000 ounces

- Development of Arctic deposit would create over 300 direct jobs for Nova Copper proposal

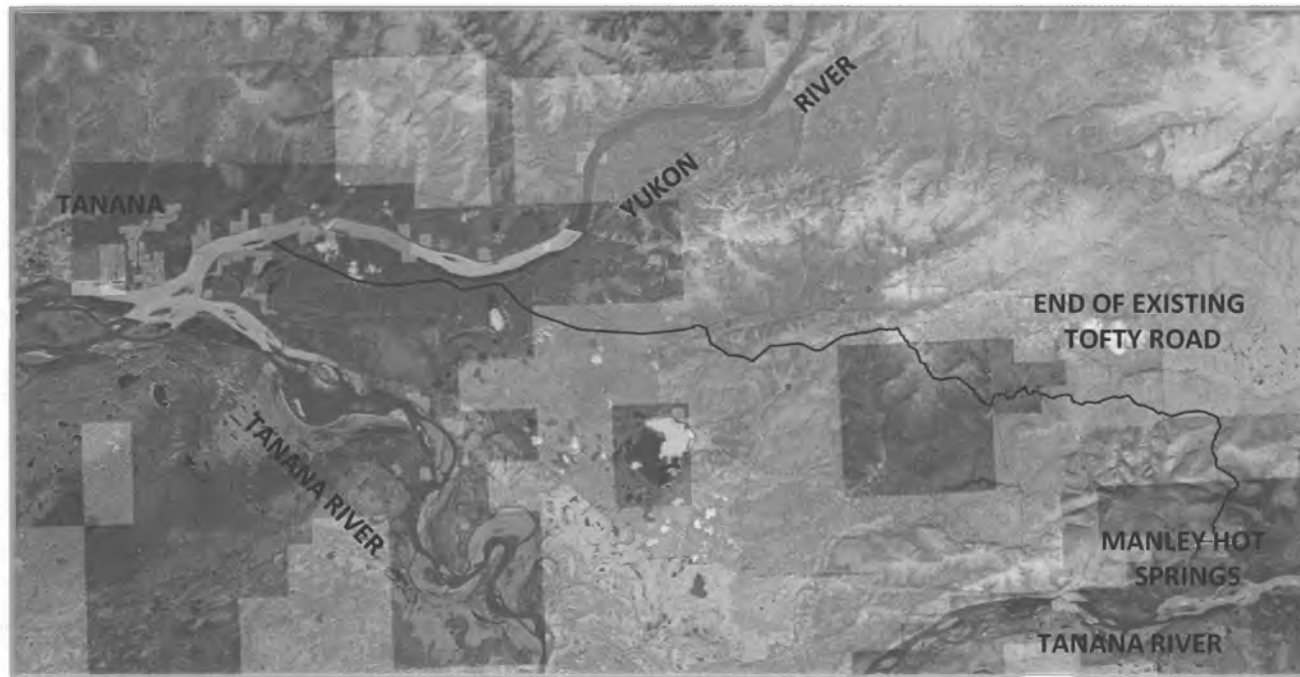


Road to Tanana

- Mineral rich area with mines in production
- Added benefit of providing road access to the community of Tanana
- 18' wide road with inter-visible turnouts
- Began construction in 2013



Tanana Access Road Map



0 2.5 5 7.5 10 Miles

Legend

●	Alaska Department of Transportation	■	BLM Land
●	Alaska Department of Public Safety	■	Native Land
●	Alaska Department of Fish and Game	■	State Land
●	Alaska Department of Health and Social Services	■	Tanana and Yukon Charley
●	Alaska Department of Natural Resources	■	Priority District - BLM

Alaska Department of Transportation & Public Facilities
TANANA ACCESS ROAD

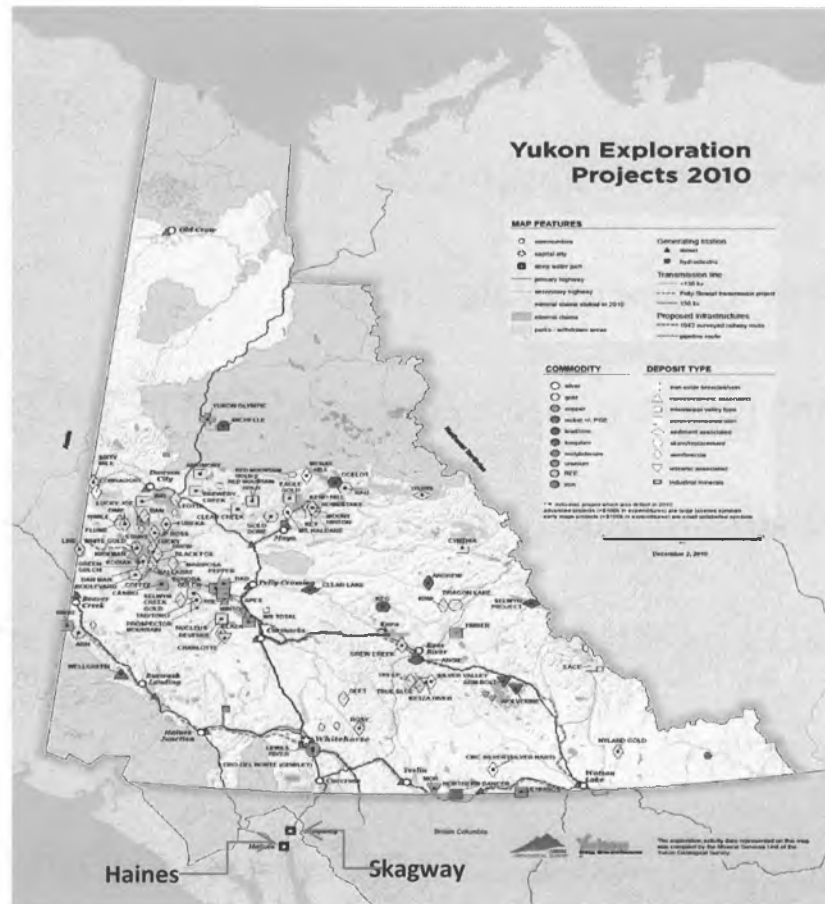


Klondike Industrial Use Highway (IUH)

- Yukon ore haul volumes to Skagway are projected to significantly increase due to Canadian mine industry growth
- The Klondike IUH is the only Industrial Use Highway in Alaska (Allows oversize/overweight hauls, based on cost recovery of damages)
- Tolls collected since 1985
- Replace bridge and strengthen pavement to support heavy haul ore trucks



Klondike Industrial Use Highway (IUH)





Other Projects

- West Susitna Access Reconnaissance, Report in mid – 2013
- Niblack Mine Access- Prince of Wales (Au, Ag, Cu, Zn, Pb)
- Bokan Mtn. Mine Access- Prince of Wales (REE)
- Totchaket Road- Nenana (ag/tim/oil/gas/min) \$6.5MM in 2012 bond – City of Nenana
- Granduc Mine- Hyder Salmon Road (Cu) Road upgrade, possible IUH
- Petersburg – Kake, \$40,000,000 in FY 2013 budget, NEPA underway
- SE LiDAR, \$5MM in FY2013,
- Katlian Valley Access (Quarry) – Sitka, \$14MM approved in 2012 bond



Thank you!

Questions?



Alaska Department of Transportation & Public Facilities

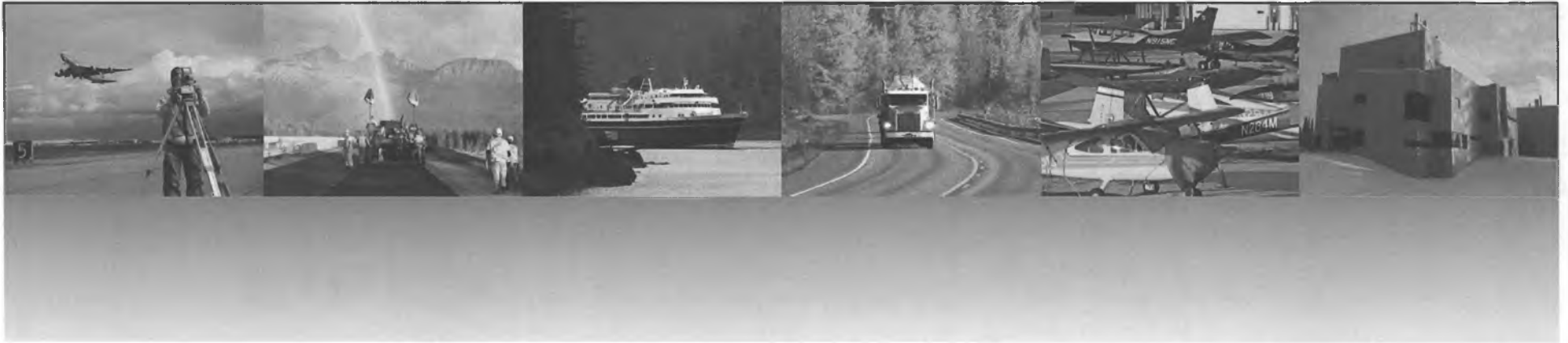
MAP-21: Current Federal Transportation Policy

January 2013



Outline

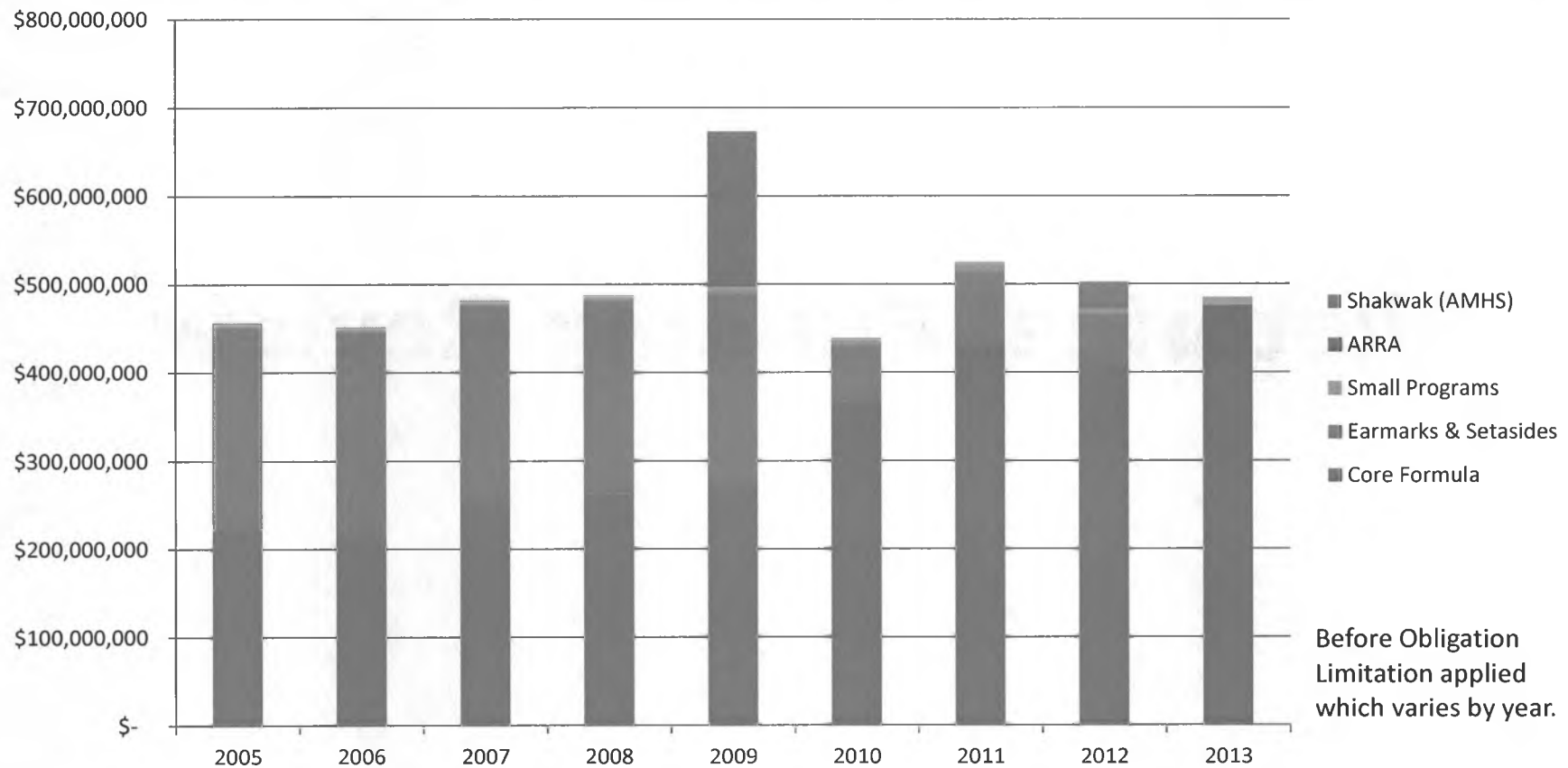
- Historical Funding Review
- MAP-21 Highway Reauthorization



Historical Funding Review

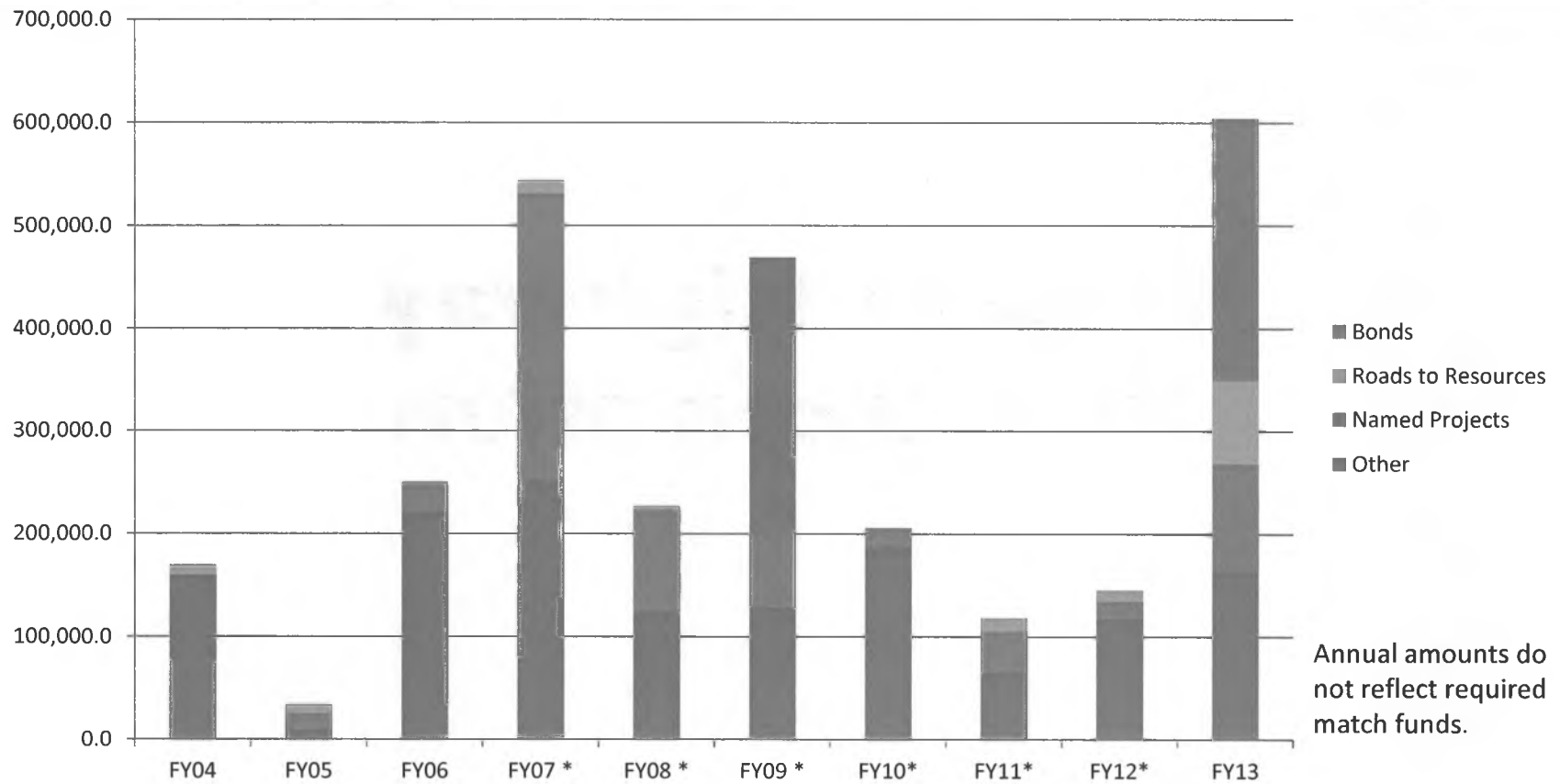


Federal Capital Program





State Capital Program





Map-21 Highway Reauthorization



MAP-21

- 2-year highway and transit bill for Federal years 2013 & 2014
- Relies on GF appropriations and other funding transfers; no new taxes or fees to sustain level funding
- Significant new policies, including some streamlining of difficult federal processes
- Numerous other policy changes



MAP-21 Funding

- Highway funding down from \$520 M to \$485 M
 - Similar reduction felt in all other states
- Transit funding at \$45 M, plus new ferry funding of yet unknown amount
- Significant streamlining of funding categories
- New federal priorities:
 - National Highway System (expanded)
 - Highway Safety
 - Meeting performance standards on NHS
 - Urban areas > 200,000 population



MAP-21 Redefines Federal Interest

- Federal-Aid System narrowed to just the Interstate and Nat'l Highway routes.
 - NHS broadened to include all Principal Arterials.
 - Added 90 miles (~4%) to Alaska NHS
- 57% of funding focused on the NHS
- 27% of funding focused on lower-tier roads
- 7% of funding directed to safety (+5% sanctions)
- 9% to several other minor categories

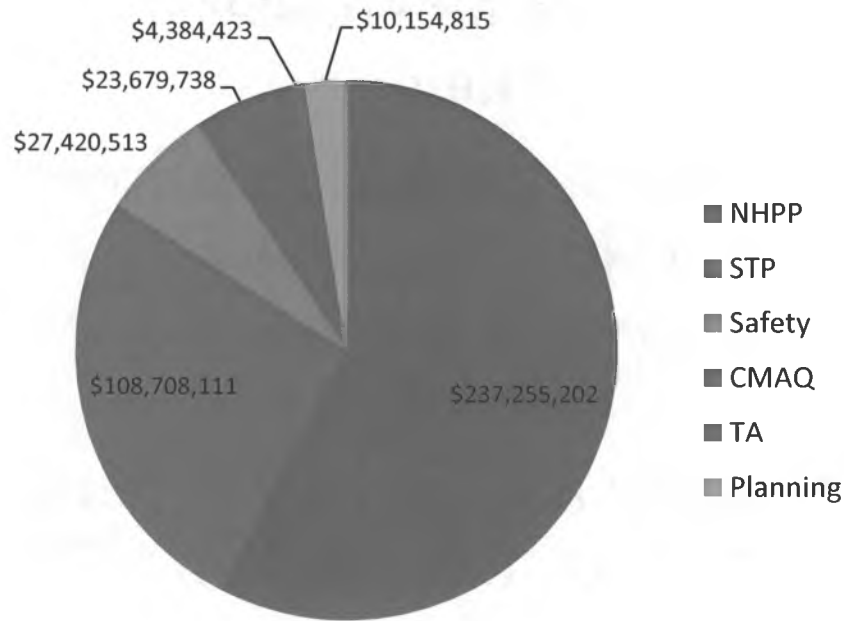


Alaska NHS Routes

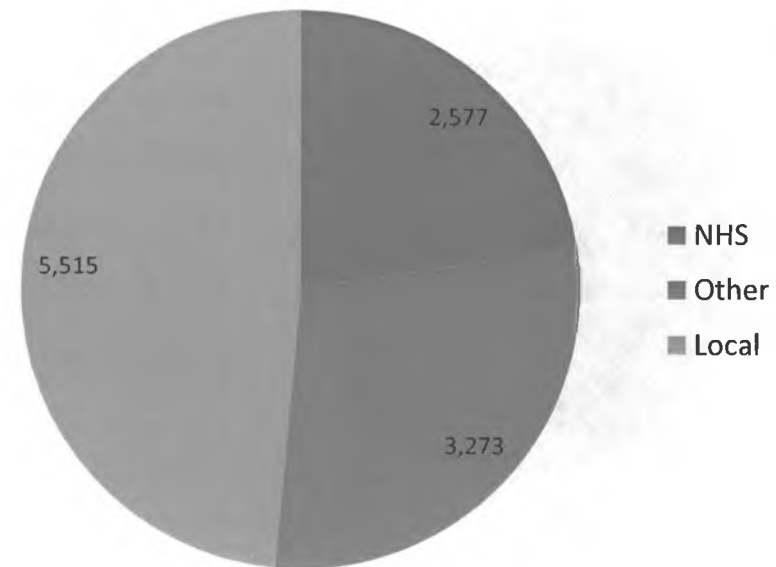


MAP-21 Emphasis is to NHS

Federal-aid Funds



Miles of Road

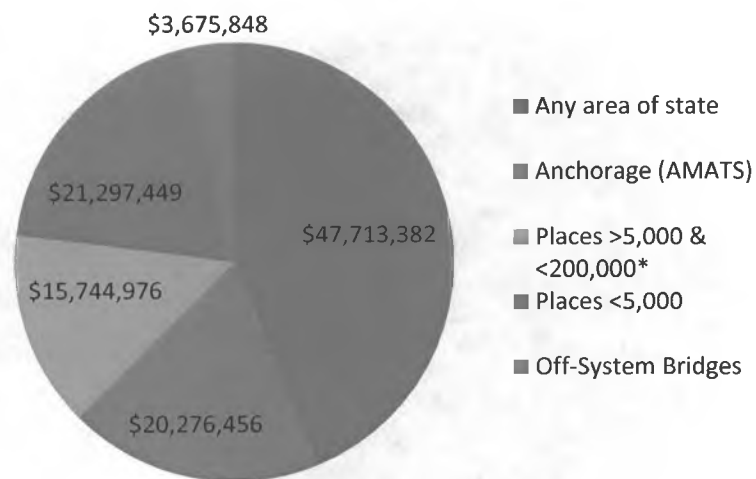


18% of Road Miles Garner 57% of Federal-aid Funding



MAP-21 Allocation to STP

MAP-21 STP Funds



- All non-NHS roads will compete for smaller share of funding.
- Dollars available per mile:
 - NHS = \$92,000/mile
 - Other, except local = \$32,100/mile
- Many required work items must be funded from STP also.

*Fairbanks, Juneau, Soldotna, Ketchikan, Kodiak, Sitka, Palmer & Wasilla



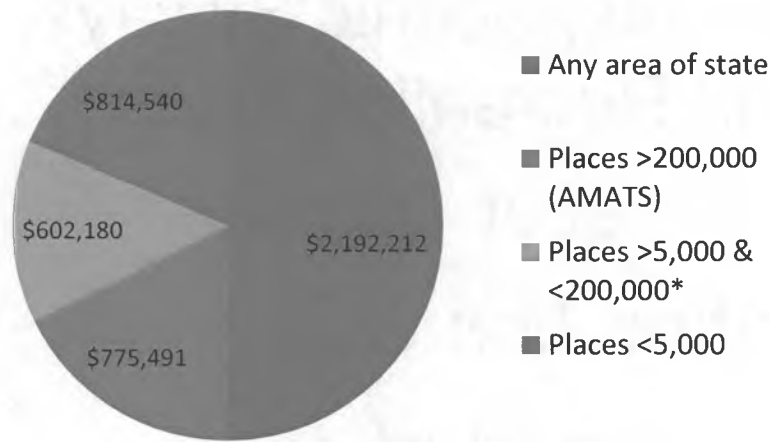
Transportation Alternatives (TA)

- 4 previous programs merged into one funding category:
 - Transportation Enhancements, Scenic Byways, Safe Routes to School and Recreation Trails
 - Recreation Trails allocation set at '09 level
- 50% set-aside by population like STP
- Unusual eligibility language added



MAP-21 Allocation to TA

MAP-21 TA Funds



*Fairbanks, Juneau, Soldotna, Ketchikan, Kodiak, Sitka, Palmer & Wasilla

- Rec Trails gets firm set-aside \$1.35 M
 - Administered by DNR
- Remainder: unusual new method of allocation; no final guidance at hand.



MAP-21 Eliminations

- AMHS direct allocations end (\$10 Million annual set-aside and competitive discretionary funds)
 - New national formula program (\$67 M)
 - 45% of funds allocated on number of vehicles carried
 - 35% of funds allocated on base of route miles
 - 20% of funds allocated on number of passengers carried
- Alaska & Hawaii STP formula exemption removed



MAP-21 Eliminations

- Shakwak funding ends
 - \$30 M annually to Canada for Haines & Alaska Highways
 - Periodic method of funding AMHS needs
- Forest Highway program ends
 - \$9 M annually to build highways on Nat'l Forests
 - Replaced by \$7 M program on all federal lands



Performance Mandate

- FHWA to set NHS Performance Measures for:
 - Pavements and Bridges
 - Safety
 - Freight Mobility
 - Congestion
- If NHS system conditions fall behind:
 - Must divert funding to better performance
 - Later, penalized with higher match requirement



Streamlining

- Environmental streamlining:
 - Greater use of Categorical Exclusions (work within ROW, smaller \$ projects)
 - Cat-X's: simplest, fastest level of NEPA compliance (no Purpose and Need, no alternatives consideration)
- Funding streamlining
 - Many fewer categories of funding (though some still retained as “sub” categories)
 - Makes funds management less onerous



Other MAP-21 Categories

- CMAQ funding increased overall
 - Provides dollars to address PM 2.5 and similar air quality issues
- Highway Safety projects well funded
 - Statewide, funding nearly double
 - \$26.4 Million for Highway Safety Improvement Program (HSIP)
 - \$1.1 Million for Rail/Highway Crossing improvements
 - \$21.1 Million for Hazard Elimination (NHTSA funded with FHWA oversight)
- Urban planning funds increase by \$500K to \$1.9 Million (AMATS & FMATS)



MAP-21 Conclusions

- Overall Federal-aid funding remains consistent with SAFETEA-LU average
- Less funding categories but more restrictive and reduced STP funding
- No dedicated Bridge Program
- With NHS focus, less funding available for lower classed roads including AHS
- Safety funding significantly increased
- Transportation Alternative program makes enhancement type projects such as Safe Routes to School, Bicycle and Pedestrian, Scenic Byways more difficult to fund with Federal-aid
- Performance Measures and Transportation Asset Management requirements will require more resources devoted to data collection and analysis to meet Federal reporting requirements