

Dan Hall, Chair
Anchorage, Alaska

Beth Fread
Palmer, Alaska

John Fuglestad
Anchorage, Alaska

Andrew Guy
Anchorage, Alaska

Kodi Long
Wasilla, Alaska

Jason McComas-Roe
Fairbanks, Alaska

Aves Thompson
Anchorage, Alaska

Roads and Highways Advisory Board Resolution

A Resolution Supporting Alaska DOT&PF Abandoned Vehicle Removal Funding

Whereas: Abandoned vehicles create a clear and present threat to life, health, and safety along our state roads and highways.

Whereas: These abandoned vehicles also create an attractor that increase the risk for illegal or harmful activity such as looting, littering, drug dealing/use, dumping materials including hazardous waste, arson, vagrancy, environmental degradation, child safety concerns, and additional abandoned vehicles.

Whereas: An obstruction by an abandoned vehicle presents line-of-site issues for road users, swerving or wide-clearance for motorists that raise the risk of accidents and fatalities, and creates an impediment to equipment operators for proper maintenance of winter roads.

Whereas: The cost of removing abandoned vehicles has increased in both towing and disposal in both urban and rural Alaska, with remote areas being several times more expensive given the logistics necessary to deal with removal.

Whereas: In years past where no funding was appropriate to address abandoned vehicles, dealing with this issue defaulted budgetarily to the maintenance and operations bottom line, thereby decreasing the department's overall effectiveness in clearing and dealing with the normal and anticipated challenges of keeping Alaska's roads and highways clear and well maintained.

Whereas: With specific funding appropriated to removal of abandoned vehicles the Alaska DOT&PF can work collaboratively with other departments and local governments to clear these roadside hazards.

Whereas: The capacity of law enforcement and legal services to provide corrective action to those abandoned vehicles along Alaska's roadways.

Therefore, be it resolved: The Alaska Roads and Highways Advisory Board supports maintaining and increasing the annual appropriation of funds to the specific task of removing abandoned vehicles in the FY24 budget year.

Be it further resolved: This annual funding be provided consistently each fiscal year to provide the department with the tools needed to deal with the current statewide issue, to avoid the persistent struggle to balance road maintenance with hazard removal, as well as reduce/eliminate the attractors that abandoned vehicles create.

Signed:
Dan Hall, Roads and Highways Advisory Board Chair

Date: October 11, 2022

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Roads and Highways Advisory Board Resolution

A Resolution Supporting Deferred Maintenance

Whereas: The safety of the traveling public on state infrastructure is of the utmost concern

Whereas: Operations and maintenance funding for roads and highways has decreased significantly, creating a substantial increase in deferred maintenance

Whereas: This ever-increasing backlog of deferred maintenance, now totaling approximately \$190 million, is reducing the State's resiliency and ability to deliver its mission.

Whereas: The purpose of the Roads and Highways Advisory Board is to provide recommendations to the Governor and Commissioner of DOT&PF on roads and highways public policy

Whereas: A focus area of policy recommendations is to be on DOT&PF infrastructure deferred maintenance

Whereas: The State Long Range Transportation Plan (LRTP) is the multi-modal plan that is developed in cooperation with industry leaders and key stakeholders from across the State.

Whereas: Industry leaders, elected and appointed public officials, the public at large, federal agencies, and State agencies have all cited through the LRTP public involvement process that deferred maintenance, and funding for maintenance and operations as a critical deficiency in the State's overall Stewardship of the System.

Whereas: The LRTP's primary 'Key Opportunity' for the highway system is to 'Adequately fund operations and maintenance, including deferred maintenance.

Therefore, be it resolved: The Alaska Roads and Highways Advisory Board support an increased and ongoing annual appropriation of state funding to DOT&PF for addressing roads and highways deferred maintenance.

Be it further resolved: This annual funding be provided consistently each fiscal year to provide the tools needed to deal with the current statewide issue and to improve the persistent struggle to balance road maintenance needs with available funding.

Signed:
Dan Hall, Roads and Highways Advisory Board Chair

Date: October 11, 2022

Roads and Highways Advisory Board Resolution

A Resolution Supporting Increased Winter Maintenance Activities to all State Priority Roadways

Whereas: Operating and preserving Alaska's transportation is one of Alaska's DOT&PF Core Services.

Whereas: DOT&PF maintains 5,638 center line miles and 11,756 lane miles of Roads and highways.

Whereas: DOT&PF staffs 74 Maintenance Stations across Alaska.

Whereas: Winter maintenance is an important activity that improves safety for travelers.

Whereas: Snow and ice impacts the movement of goods and people throughout the state, delaying goods and making travel more expensive and more difficult.

Whereas: Operations and maintenance funding for roads and highways has decreased significantly, particularly in 2016.

Whereas: DOT&PF established the priority system to help communicate response times to the public for snow and ice control on state-owned highways.

Whereas: The winter maintenance priority system does not mean that the highway is more or less important to the department, rather the system is how the department allocates limited resources.

Whereas: DOT&PF continues to seek efficiencies with innovations, newer equipment and creative staffing solutions for snow and ice control.

Whereas: the purpose of the Roads and Highways Advisory Board is to provide recommendations to the Governor and Commissioner of DOT&PF on roads and highways public policy.

Therefore, be it resolved: the Alaska Roads and Highways Advisory Board supports a robust snow and ice control program with annual appropriations of state funding to DOT&PF to respond to all of their priorities quickly after winter events.

Be it further resolved: the annual appropriation should be consistent each fiscal year to provide the tools needed to keep our roads and highways in acceptable driving conditions during the winter.

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