

# 2020-2023

Statewide Transportation  
Improvement Program (STIP)

Original Draft STIP Public Comments



## Brantner, Maren H (DOT)

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**From:** Brantner, Maren H (DOT)  
**Sent:** Monday, April 6, 2020 1:32 PM  
**To:** Dawn Groth  
**Cc:** SFCC Community Council; Kent Williams; twolforth@hotmail.com; Gary Steffens; dot.stip; Lyon, Craig H.; Gardner, Shawn C (DOT); Post, David E (DOT); 'Todd Vanhove (todd.vanhove@alaska.gov)'  
**Subject:** RE: Resolution to improve safety on Tudor-Muldoon Bend

Ms. Groth,

Thank you for taking the opportunity to provide comments to the Statewide Transportation Improvement Program (STIP), Alaska's federally required four-year program for transportation system preservation and improvement. Alaska's surface transportation program is primarily driven by federal funds and therefore project funding must be amended periodically to meet project development schedules and federal requirements. This process ensures that Alaska will receive the maximum amount of federal funding available to maintain and improve its surface transportation program.

The Department also has a data driven program similar to the Vision Zero Initiative. The STIP includes funding for the Department's Highway Safety Improvement Program (HSIP) which focuses on severe accident locations throughout the state and analyzes which locations may benefit most from safety improvements. The HSIP is required to focus on the locations with the greatest number and greatest severity of accidents statewide. HSIP funds are intended to be targeted single-mindedly at life-saving and injury reduction. Although we certainly understand the safety concern expressed by the Scenic Foothills Community Council, the Tudor/Muldoon curve does not have that many severe accidents for the volume of traffic. Since it does not appear that this project is eligible for HSIP funding at this time, your email has been forwarded to Craig Lyon, the Anchorage Metropolitan Transportation Solutions (AMATS) coordinator in the event that AMATS might consider funding improvements in this vicinity.

Thank you for taking the time to comment on the draft STIP. To discuss this further, you may contact your regional planner, Shawn Gardner at [shawn.gardner@alaska.gov](mailto:shawn.gardner@alaska.gov) or (907) 269-0522. For more information about the HSIP please visit <http://dot.alaska.gov/stwddes/dcstraffic/hsip.shtml>. You may also find more information about the STIP at [www.dot.alaska.gov/stip](http://www.dot.alaska.gov/stip).

Sincerely,

**Maren Brantner**

*STIP Manager, DOT&PF*  
(907) 465-2744

**From:** Dawn Groth <sfccakpresident@gmail.com>  
**Sent:** Thursday, February 20, 2020 12:08 PM  
**To:** dot.stip <dot.stip@alaska.gov>  
**Cc:** SFCC Community Council <sfccak@googlegroups.com>; Kent Williams <wkent73@yahoo.com>; twolforth@hotmail.com; Gary Steffens <gsteffens1@yahoo.com>  
**Subject:** Resolution to improve safety on Tudor-Muldoon Bend

First of all, thank you for all you for opportunity for public to weigh in on the STIP.

Scenic Foothills Community Council is very concerned about the lack of traffic safety and related fatality and injuries at the Tudor-Muldoon bend.

Please see the attached resolution passed at February 2020 Scenic Foothills Community Council.

As a Vision Zero city, we look forward to an outcome that will reduce fatalities and injuries at the Tudor-Muldoon bend.

Respectfully,

Dawn Groth

Scenic Foothills Community Council

Chair

**Resolution of the  
Scenic Foothills Community Council  
Safety and Traffic Calming at Tudor /Muldoon from Baxter to 36<sup>th</sup> Ave**

**Background:**

In 2019, the 1,500-foot stretch of Tudor Road lying to the east of the Baxter Road intersection experienced 3 motorist deaths. These fatalities amounted to more than 3 percent of all motorist fatalities within the State of Alaska for the year 2019. There has been an increase in crashes and fatalities along this stretch of road.

Tudor Road became a 4-lane paved roadway in 1976. At that time the average vehicles per day was 9,800, with estimated daily truck volume of 500. In 2004 AMATS estimated that an average of 30,000 vehicles per day traveled this corridor, of those vehicles, approximately 1400 were trucks and 200 to 250 were tractor-trailer units. The increase of traffic has not been met with safety improvements.

The current posted speed limit on this section of roadway is 50 miles per hour. The 50 miles per hour speed limit was established by the Alaska Department of Highways in the 1970s. There is a traffic signal at the intersection of Baxter Road. The next traffic signal to the east is 36<sup>th</sup> Avenue, a distance of 1.3 miles. Vehicle travel in this 1.3 mile section of roadway is unabated, and is associated with excessive driver speeds.

Tudor Rd. near the Muldoon curve has an approximately 800 feet of this stretch of roadway which is elevated as much as 15 feet above adjacent Kensington Park Subdivision, which lies on the north side of Tudor Road. This elevated section of Tudor Road has a steep embankment on the Kensington Park Subdivision side. This location has experienced numerous vehicle rollovers and vehicle travel onto private property incidents since 1976, when the Tudor Road was first widened to 4 lanes. It should be noted that those vehicles traversed the pedestrian pathway before going over the embankment.

**Resolution:**

**Whereas**, in 2016 Anchorage signed on to the Vision Zero initiative to use data and evidence based strategies to reduce transportation crashes, injuries and fatalities to zero for all transportation users; including pedestrians, bicyclists, and transit users.

**Whereas**, the entire length of this section of Tudor Road and Muldoon Road experience approximately 30,000 vehicles per day, often traveling at excessive speeds, and where no raised and curbed median currently exists.

**Whereas**, the risk of vehicle rollovers is high along the 4-percent gradient segment of road beginning at the Tudor Road-Baxter Road intersection and extending 1500 feet to the east, endangering motorists, pedestrians, bicyclists, transit users, and private property owners.

**Hereby be it Resolved** that measures must be taken to increase the safety of all transportation users, including pedestrians, bicyclists, transit users, and homeowners in the area of road from Baxter to 36<sup>th</sup> avenue. Some suggestions include: reducing speed limit, limiting trucking through the curve, adding a curb to the median, adding a barrier to the north of Tudor near just west of Chugach square.

Respectfully submitted by the Scenic Foothills Community Council

Approved: Dawn Groth SFCC President      Date: 2/6/2020      Yays: 18    Nays: 2    Abstain: 0

## Brantner, Maren H (DOT)

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**From:** Brantner, Maren H (DOT)  
**Sent:** Monday, March 23, 2020 4:05 PM  
**To:** HOCC President  
**Cc:** dot.stip; 'Todd Vanhove (todd.vanhove@alaska.gov)'; Post, David E (DOT)  
**Subject:** RE: Comment on Draft STIP

Ms. Shellenbaum,

Thank you for your interest in the Statewide Transportation Improvement Program (STIP), Alaska's federally required four-year program for transportation system preservation and improvement. Alaska's surface transportation program is primarily driven by federal funds and therefore project funding meet project development schedules and federal requirements. This process ensures that Alaska will receive the maximum amount of federal funding available to maintain and improve its surface transportation program.

When the State of Alaska develops a new four-year STIP or amends the approved STIP, it seeks public input to provide the public an opportunity to review and comment on the proposed changes. This public involvement process provides a fair and accountable system to ensure that projects are funded as necessary and in accordance with federal requirements.

Projects included in the STIP are limited to those on the National Highway System within the Anchorage Metropolitan Area Transportation Solutions (AMATS) region. Projects such as the one you are promoting would be considered for inclusion within the AMATS Transportation Improvement Program (TIP). I have copied the AMATS Coordinator, Craig Lyon, so you may continue discussions with him.

For more information about the STIP and to view future STIP amendments, please visit [www.dot.alaska.gov/stip](http://www.dot.alaska.gov/stip).

Thank you,

### **Maren Brantner**

*STIP Manager, DOT&PF*  
(907) 465-2744

**From:** HOCC President <hoccpresident@gmail.com>  
**Sent:** Thursday, February 27, 2020 3:42 PM  
**To:** dot.stip <dot.stip@alaska.gov>  
**Subject:** Comment on Draft STIP

Comments on behalf of Huffman O'Malley Community Council.

Please add a project for a pathway along Brayton between Legacy and Huffman. A pathway currently exists between DeArmoun and Legacy.

Support:

This completes a gap in the pedestrian infrastructure.

This is a segment frequently used and would benefit nearby subdivisions, a church, and Rabbit Creek Elementary.

This is non controversial.

Thank you,

Diane Shellenbaum

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Diane Shellenbaum  
President 2019-2020  
Huffman O'Malley Community Council  
331-9678



THE STATE  
of **ALASKA**  
GOVERNOR MICHAEL J. DUNLEAVY

Department of Transportation and  
Public Facilities

DIVISION of PROGRAM DEVELOPMENT and STATEWIDE PLANNING  
Headquarters

3132 Channel, Suite 200  
P.O. Box 112500  
Juneau, Alaska 99811-2500  
Main: (907) 465-4070  
Fax number: (907) 465-6984  
dot.alaska.gov

April 7, 2020

Dear Ms. Gardino,

Thank you for taking the opportunity to provide comments to the Statewide Transportation Improvement Program (STIP), Alaska's federally required four-year program for transportation system preservation and improvement. Alaska's surface transportation program is primarily driven by federal funds and therefore project funding must be amended periodically to meet project development schedules and federal requirements. This process ensures that Alaska will receive the maximum amount of federal funding available to maintain and improve its surface transportation program.

Thank you for your suggestions to improve public notification and transparency. Our goal is to be transparent regarding the state's Title 23 funding, and we will take your suggestions under consideration. The Department is required to demonstrate fiscal constraint based on the presumptive amount of funding that will be received, and we do so with a fiscal constraint report, which is not part of the public STIP document and does not break out funding plans by individual apportionments.

We would be happy to provide a more comprehensive narrative in the form of a discussion-based summary of how apportionments are allocated. The state is required to demonstrate that the STIP in its entirety fits within the aggregate of all anticipated apportionments, as a fiscally constrained plan, and is not managed as a budgeting document. Without a current highway bill, the state makes assumptions about future funding levels and will at times show flat funding rather than guess at future levels.

As you have pointed out in your letter, with all Alaska's significant transportation system needs and projects, the use of Advance Construction (AC) as an innovative financing tool has increased in recent years. We understand the need to balance our needs with available funding. We assure you that we continue to track and match AC paybacks with actual expenditures and consider all potential program impacts on the construction industry.

Regarding your questions about National Highway Freight Program (NHFP), please note that at the time the funding was allocated, FAST Planning did not have a designated Critical Urban Freight Corridor, and therefore was not eligible to receive this funding. For the next round of NHFP

allocation, a process will be established incorporating a Freight Advisory Committee, and all the routes designated as Primary Freight Network, Critical Rural Freight Corridors, and Critical Urban Freight Corridors will be considered.

The State uses programmatic projects to maintain maximum flexibility within that program. There are several tools that can provide additional information on individual projects within a program, including the search tool: <http://www.dot.state.ak.us/stwdplng/cip/stip/tabsearch/index.cfm>. If you query a

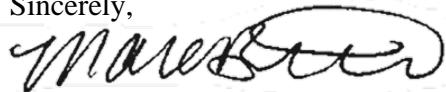
programmatic Need ID, and select “Show IRIS Projects”, the individual projects under that program will be identified, and include the status, and project manager. We will include this information in the STIP introduction so the public is aware. You may also search all active Statewide Projects, including state funded projects at <http://dot.alaska.gov/projects-status/>. As always, you can also contact area planners with any specific program questions and they will be happy to provide detailed information. Contact information is provided in the STIP introduction and on the STIP website.

Regarding your specific comments on projects, please note that the decision to delay Richardson Hwy Milepoint 358-364 Bicycle/Pedestrian Path funding was made by the Northern Region Field Office. The proposed bicycle/pedestrian path is scheduled in the extended STIP for FFY24 and Northern Region’s corridor plan for 2024 to minimize costs and impacts associated with other planned projects. The path overlaps with Airport Way/Steese Expressway Intersection improvements (funded through Highway Safety Improvement Program) and Richardson Hwy MP 359 Grade Separated Crossing (Need ID 28069), scheduled according to Northern Region’s corridor plan for construction years 2022 and 2024, respectively. The proposed path would introduce what Alaska Railroad Corporation considers a new crossing, which has additional liability and maintenance considerations associated. These issues can be mitigated if the path is never constructed at-grade and is elevated over the railroad crossing along with the roadway in the proposed MP 359 grade separation. Safety is a high priority consideration in all DOT&PF capital works projects, and avoiding construction a new at-grade bicycle/pedestrian crossing when it can otherwise be avoided is ideal. The MP 359 project is scheduled for funding in our extended STIP for FFY24, as is the subject path. It is optimal for these two projects are constructed together for reasons stated above, and for economy of scale benefits in the cost of construction. The Department intends to fund and construct this project by 2024.

The Aurora Drive Noyes Slough Bridge Replacement project is expecting to receive authority to proceed through right of way acquisition this federal fiscal year. It is schedule in the extended STIP in FFY24 and Northern Region’s corridor plan for construction in 2024. Although this project was delayed, other projects were accelerated (e.g., Airport Way West Improvements and Rosie Creek Road Improvements). Northern Region monitors its projects for construction readiness in order to capitalize on any unexpected new funding opportunities, so it is possible this project is a candidate for acceleration should our constrained funding picture change. However, FFY 2021 and 2022 are expected to be higher volume construction seasons for the Fairbanks area, which is an important consideration not just for balancing funding statewide but also for localized construction impacts, particularly when a full bridge closure is required. Northern Region will continue to monitor this project for possible advancement in future STIP amendments.

Thank you for your interest in the 2020-2023 STIP and for taking the time to provide comments. We sincerely appreciate your perspective and feedback and will use it to improve our process.

Sincerely,

A handwritten signature in black ink, appearing to read "Maren Brantner", written over a light blue horizontal line.

Maren Brantner  
STIP Manager



Thank you for the opportunity to comment on the Draft STIP.

While the FHWA does not require that wholly state-funded projects be shown in the STIP, nothing prevents the state from providing a more transparent transportation funding perspective by listing state funded projects. I believe this would be valuable for several reasons. First of all, it provides the contracting community a better picture of the expected level of future construction so they may plan resources in preparation of this construction. Secondly, it provides the public with a better narrative of how reliant the state is on federal funding for transportation infrastructure. This would be helpful when the state considers establishing a state funded transportation infrastructure program. Third, it would allow communities to have a better picture of actual projects to expect and not be surprised when a road project shows up in their area. I would even go further to say that programs that are in the STIP but are catch-all programs that do not list the details of where the funding is going should be expanded to list the projects associated with it. These core programs include the Highway Safety Improvement Program, Pavement and Bridge Rehabilitation, National Highway Freight Program, Congestion Mitigation and Air Quality, Transportation Alternatives, and Rail-Highway Crossings. These programs total more than \$100 million in FFY 21 and the Freight Program funding is not shown at all. That is more than 18% of the program that is not being identified in sufficient detail in the STIP. I am particularly concerned as to the process the DOT is employing to select the NHFP projects and where that funding is being used as it is not identified in the STIP. An explanation, at a minimum, should be provided to ensure transparency.

The STIP should provide a financial summary so that people can provide more meaningful comments on the STIP. It is very difficult and time-consuming to really try to figure out where the year's appropriations are going and for what infrastructure improvements, relative to other projects. It is also confusing because of the use of Advance Construct. Is the entire HSIP program reduced to paying back Advance Construct in the four years of the STIP? There appears to be over \$405 million in projects that are being Advanced Constructed in 2020 alone. That is over 70% of a single year's federal appropriation. I did not add up the other years and this is another reason why the financial summary would be helpful. It appears, on the face, to be a less than judicious use of the Advance Construct financing tool and may set up the state and the contracting community with some lean years in the near future. Some projects, like the funding of the ferry boat are not even being ACC'd until the outyears of the STIP. That is \$200 million that the state is essentially borrowing from 2024 and beyond. I also noticed that the state is AAC some projects, like the Chena Hot Springs Road 0-6, two years later. So, we are essentially borrowing from future years, not just next year. This is concerning but without a financial summary, which is required, it is difficult to understand the reasoning.

**Richardson Hwy MP 358-364 Bicycle/Ped Path** – This project was to go to construction years ago and then was delayed to coordinate with the Richardson Highway project in the vicinity. Final design was initiated five years ago. Construction is now anticipated beyond 2023. This project is an important project for the community and it seems like it would not be difficult to fund earlier than later. Why is this project being delayed again? Is this in danger of becoming a time trap?

**Aurora Drive Noyes Slough Bridge Replacement** – This bridge is structurally deficient and has been in the works for years. It is expected to be ready for construction in 2021 and now is pushed out beyond the years of the STIP. Why is this project being delayed?



April 13, 2020

Mr. Jackson Fox  
FAST Planning  
100 Cushman Street, Suite 205  
Fairbanks, AK 99701

Re: Statewide Transportation Improvement Plan (STIP)

Dear Mr. Fox:

Thank you for providing comments to the Statewide Transportation Improvement Program (STIP).

We have responded to your questions and comments in the order received.

### 1. Public Notice

The Department of Transportation & Public Facilities (DOT&PF) has met the requirement of 17 AAC 05.160 "Public Participation in the STIP Process" and we continue to refine our public engagement strategies to find the most effective means of reaching the public as technology evolves. The following are some of the outreach activities conducted for the 2020-2023 STIP public comment:

- Announcement on the Statewide DOT&PF Facebook page
- Facebook Event for Open House
- Online Public Notice announcements of the comment period, and for each open house
- Statewide press release of the public comment opportunity
- Public open houses in Fairbanks and Juneau
- Newspaper ads for open house
- Local and Statewide news story with DOT&PF staff interview
- Area Planner emails to community contacts
- Fliers on community bulletin boards
- Online presentation on the STIP homepage
- Mail out cards to interested parties from the Department of Commerce, Community & Economic Development's community list as well as the Alaska Municipal League list
- GovDelivery Announcement to subscribed users

### 2. General

We will replace "FMATS" (Fairbanks Metropolitan Area Transportation System) with FAST Planning wherever referenced throughout the STIP as requested.

### **3. Financial Summary**

We would be happy to provide a more comprehensive narrative in the form of a discussion-based summary of how the apportionments were allocated. DOT&PF is required to demonstrate fiscal constraint based on the presumptive amount of funding that will be received and we do so with a fiscal constraint table, which is not part of the public STIP document, and it does not break out the individual apportionments. We are required to demonstrate that the STIP in its entirety fits within all of the state's apportionment, but the STIP is not managed as a budgeting document.

### **4. National Highway Freight Program (NHFP) Funding**

At the time the NHFP funding was allocated, FAST Planning did not have a designated Critical Urban Freight Corridor, therefore was not eligible to receive this funding. For the next round of NHFP allocation, a process will be established and the routes designated as Primary Freight Network, Critical Rural Freight Corridors, and Critical Urban Freight Corridors will be considered. For more details, please refer to the July 19, 2019 letter from Program Development Director, Ben White, to FAST Planning on this issue.

### **5. Congestion Mitigation and Air Quality (CMAQ) Funding**

DOT&PF retains maximum flexibility with its limited transportation dollars by transferring half of its flexible CMAQ to the Surface Transportation Program (STP) for STP eligible projects. STP is the most flexible federal funding currently available, and with a wide array of transportation needs it might fund. It is also worth noting that from FFY17-FFY19 approximately half of statewide CMAQ funding was directed to projects in the Fairbanks area.

### **6. Committed Measures for the Fairbanks Statewide Implementation Plan (SIP)**

See above for response.

### **7. FAST Community Transportation Program (CTP) Allocation**

Because the 2020 U.S. Census is currently underway, the Matanuska-Susitna Borough has not yet been officially designated as a Metropolitan Planning Organization (MPO). If census data reveals it is eligible to become an MPO, we will open up the CTP allocation discussion. Please note that DOT&PF Transportation Improvement Program (TIP) approval does not constitute approval of the FAST CTP allocation amount. Approval of the TIP is based on the TIP meeting federal requirements. Because there is currently no new highway bill, we need to assume flat funding under a continuing resolution. We will continue to work with FAST Planning to continue to refine how the TIP is incorporated into the STIP.

### **8. FAST CMAQ Allocation**

This was an omission and has been corrected, the funding is intended to continue into 2023 and beyond at the current level. We appreciate you pointing this out.

### **9. Richardson Hwy Milepoint 358-364 Bicycle/Pedestrian Path**

The decision to delay funding was made by Northern Region.

- a. The proposed bicycle/pedestrian path is scheduled in Northern Region's corridor plan for 2024 to minimize costs and impacts associated with other planned projects. Accordingly, we intend to pursue funding for it in FFY24. The path overlaps with Airport Way/Steese Expressway Intersection improvements (funded through the Highway Safety Improvement Program) and

Richardson Hwy MP 359 Grade Separated Crossing (Need ID 28069), scheduled according to Northern Region's corridor plan for construction years 2022 and 2024, respectively.

- b. The proposed path would introduce what Alaska Railroad Corporation considers a new crossing, which has additional liability and maintenance considerations associated. These issues can be mitigated if the path is not constructed at-grade and is elevated over the railroad crossing along with the roadway in the proposed MP 359 grade separation. Safety is a high priority consideration in all DOT&PF capital works projects, and avoiding construction of a new at-grade bicycle/pedestrian crossing when it can otherwise be avoided is ideal.
- c. The MP 359 project is scheduled for funding in our extended STIP for FFY24, the same year we desire to fund the subject path. It is optimal to construct these two projects together for reasons stated above, and for economy of scale benefits in the cost of construction. DOT&PF intends to fund and construct this project by 2024.

#### **10. Aurora Drive Noyes Slough Bridge Replacement**

- a. The project is expecting to receive authority to proceed through right of way acquisition this year. It is scheduled in Northern Region's corridor plan for construction in 2024. Although this project was delayed, other projects, such as Airport Way West Improvements and Rosie Creek Road Improvements, were accelerated.
- b. Northern Region monitors its design projects for construction readiness in order to capitalize on any unexpected new funding opportunities, so it is possible this project is a candidate for acceleration should our constrained funding picture change. However, 2021 and 2022 are expected to be very high volume construction seasons for the Fairbanks area, which is an important consideration not just for balancing funding statewide but also for localized construction impacts, particularly when a full bridge closure is required. Northern Region will continue to monitor this project for possible advancement in future STIP amendments, but no change is made at this time.

#### **11. Rosie Creek Road Improvements**

Thank you for the expression of support.

#### **12. Alaska Marine Highway System (AMHS) Tustumena Replacement Vessel**

This project continues to be carried forward in this STIP while the AMHS is overhauled, pending the recommendations of the AMHS Reshaping Plan. The STIP shows the project funded using the Advance Construction (AC) tool with an intended AC payback over several years currently beyond 2023. This is why the payback it is not shown in the STIP. The payback is expected to be with National Highway Performance Program (NHPP) funds. Depending on the project development schedule, some of the payback may be accelerating into the STIP programmed years via future amendments.

#### **13. Sterling Highway MP 8-25**

Please contact the Area Planner Joselyn Biloon (907-269-0508), or Project Manager Sean Holland (907-269-0670) for more information or to request a presentation by phone. We agree that given limited resources, large projects present difficulties for the program. Even as we move toward construction, we continue to investigate different funding strategies including federal grant programs, to supplement project funding and reduce impacts to the overall program. Because this project is a "legacy project" and is approximately 40 years old, it needs to exit the system as a constructed project. Not constructing this project would put the state in the position of repaying FHWA for significant project development costs.

**14. Pavement & Bridge Preservation Program**

DOT&PF uses programmatic projects to maintain maximum flexibility and understands FAST Planning does the same. Please contact the Fairbanks Field Office Program Development Planner, Jennifer Eason (907-451-2385), for a current list of projects to be constructed under this program.

**15. Highway Safety Improvement Program**

The State uses programmatic projects to maintain maximum flexibility. There are multiple tools that can provide additional information on programmatic projects, including <http://dot.alaska.gov/projects-status/>. If you query a program, the individual projects under that program will be identified. You raise a good point, so we will make sure this information is included in the STIP introduction so the public is aware of other projects not explicitly mentioned. You can also contact area planners with any specific program questions and they will be happy to provide detailed information. Contact information is provided in the STIP introduction.

**16. Urban Planning Program**

Program distribution is based on the formula developed in 2014. The amount of funding available for FAST Planning use will very likely continue unless another formula is created. The formula includes some discretionary urban program funds, which have been distributed back to the Anchorage Metropolitan Area Transportation Solutions (AMATS) and FAST each year in recent history. This past year, the Matanuska-Susitna Valley Borough (Mat-Su) was provided with a portion of these funds to conduct pre-planning activities in advance of the potential MPO designation. If Mat-Su becomes a MPO, it is anticipated that overall available funding to all MPOs will decrease.

**17. Mat-Su MPO**

The Matanuska-Susitna Borough has not been officially designated as an MPO. If it is eligible to become an MPO after the 2020 census data is analyzed, we will open up the CTP allocation discussion. Please also understand that DOT&PF's approval of the TIP is not approval of the FAST CTP allocation amount. Approval of the TIP constitutes the approval that the TIP development process meets existing federal requirements. Also note there is currently no new highway bill, and provided we continue to operate under a continuing resolution we need to show flat funding after 2020.

**18. Statewide Long-range Transportation Plan & State Freight Plan**

The Fairbanks Area Planner will continue to keep FAST Planning informed of any new developments when the update of these documents begin.

**19. Project Classification**

DOT&PF has continued to move forward the programs as described in state regulations; however the federal regulations for Title 23 funds no longer correspond well to the state regulations. To receive Title 23 funds, it is understood that federal regulations supersede state laws or guidance. Additionally, project schedules influence annual STIP programming for those programs that are not captured in the STIP as one programmatic Need ID. The STIP is a plan and does not identify funding by apportionment.

**20. CMAQ**

We will revise the project description as recommended.

**21. Performance Measures**

The final approved PDF STIP (which has a single project per page) will show that we have made significant progress to tie projects to performance categories. We will consider using a PDF project page version for public review drafts in the future.

Thank you again for taking the time to review the 2020-2023 STIP. We recognize that many of these topics are complex and multi-faceted, and we would be happy to meet in-person or via teleconference to discuss further. We value the work of Alaska's MPOs in furthering transportation projects within urban areas, and look forward to a continued partnership in upcoming years.

Sincerely,



Maren Brantner  
STIP Manager

Cc: FAST Planning Policy Board

Ryan Anderson, P.E., Director, Northern Region, DOT&PF

Jerry Cleworth, Council Member, City of Fairbanks

Alice Edwards, Director, Division of Air Quality, ADEC

Marie Heidemann, Statewide Planning Chief, DOT&PF

Jim Matherly, Mayor, City of Fairbanks

Frank Tomaszewski, Assembly Member, Fairbanks North Star Borough

Bryce Ward, Mayor, Fairbanks North Star Borough

Ben White, Director, Program Development & Statewide Planning, DOT&PF



March 18, 2020

Alaska Department of Transportation & Public Facilities  
Division of Program Development  
PO BOX 112500  
Juneau, AK 99811-2500

Subject: **Draft 2020-23 Statewide Transportation Improvement Program (STIP) Comments**

To whom it may concern:

Thank you for the opportunity to comment on the Draft 2020-23 STIP. Below are comments from the Fairbanks Metropolitan Planning Organization (MPO), also known as Fairbanks Area Surface Transportation (FAST) Planning.

1. **Public Notice** – The STIP is the most important document the Alaska Department of Transportation & Public Facilities (ADOT&PF) produces as it reflects funding decisions for how Alaska’s federal transportation funding apportionments (\$550+ million annually) will be spent throughout the state. However, the Public Notice for publication and public comment period of the Draft 2020-23 STIP does not identify how interested parties will be notified throughout the state other than through the Alaska DOT&PF website and State’s Online Public Notice system, and does not appear to meet the requirements of 17 AAC 05.160 “Public Participation in the STIP Process.” At a minimum, public open houses should be held in Anchorage, Fairbanks, Juneau, and MatSu area, and well as mailouts and/or electronic correspondence to community leaders in rural communities throughout the state. Open house events were recently scheduled for Fairbanks and Juneau, but no open house events are planned for Anchorage or the MatSu area, which host over half of the population of Alaska residents. There also does not appear to be any direct outreach to rural communities throughout the state, which host a high percentage of the state’s low income and minority populations. In consideration of the importance of the STIP document and Title VI and Environmental Justice (E.O. 12898) provisions, FAST Planning encourages a more robust public outreach and engagement effort be carried out by the Alaska DOT&PF to obtain meaningful input from stakeholders throughout the state.
2. **General** – Please change “FMATS” to “FAST Planning” throughout the document. FAST Planning replaced FMATS as the State-designated MPO in April 2019.



3. **Financial Summary** – Federal (23 USC 135) and State (17 AAC 05.190) regulations require the STIP to include a financial summary that demonstrates the implementation strategy and fiscal constraint for funding reasonably anticipated to be available for the projects within the timelines contemplated for completion of the projects. However, the Draft STIP does not include a financial summary to demonstrate the implementation strategy and/or fiscal constraint. Alaska was apportioned \$555 million in 2020 by the FAST Act, which included NHPP (\$313 million), STP (\$157 million), HSIP (\$33 million), RHCP (\$1.2 million), CMAQ (\$30 million), Metro Planning (\$2.5 million), and NHFP (\$19 million) funds, and the public should be able to readily see where this funding is being invested throughout Alaska and whether or not the STIP is under- or over-programmed with respect to its projects and funding apportionments, including totals for use of “Advance Construction (AC)” funding that is borrowed from future years’ apportionments to accelerate project delivery.
4. **National Highway Freight Program (NHFP) Funding** – FAST Planning sent a letter to DOT Headquarters on June 19, 2019, requesting the NHFP (National Highway Freight Program) funding apportioned to Alaska be shown in the STIP. Alaska received \$19 million in NHFP funding in 2020, and the current 2018-21 STIP and Draft 2020-23 STIP do not identify what freight projects are being funded with this apportionment in 2020, 2021, or 2022. The only project in the STIP shown with NHFP funding is the Dalton Hwy MP 0-10 Reconstruction project with \$33 million programmed in 2023, and this amount greatly exceeds the anticipated apportionment for that year. The STIP is an important resource for the public and outside agencies and organizations to review and comment on how Alaska’s federal transportation funding apportionments are being spent throughout the state, and we again respectfully request the NHFP funding be shown in the STIP, even if the funds were transferred to another program. Funding transfers are decisions made during the STIP development process for which the public and outside agencies should have the ability to comment on, but the STIP does not transparently show where these funding transfers are occurring. As stated in our June 19<sup>th</sup> letter, we would also like to see the NHFP apportionments programmed in a similar manner to NHPP, STP, HSIP, and CMAQ apportionments using an open public process and offering funding opportunities for all communities with eligible freight projects. From our research it appears three years’ worth of NHFP funding (2018, 2019, and 2020) were programmed on a single project on the Sterling Highway without regard to other freight needs throughout the state. FHWA approved Critical Urban Freight Corridor designations for the Fairbanks Metropolitan Planning Area in November 2018, and we adopted an updated Metropolitan Transportation Plan in January 2019 and a Freight Mobility Plan in February 2019. Through these planning processes we have identified a number of freight project needs for the Fairbanks area and would like to continue the discussion with the Alaska DOT&PF on how we can apply for or receive an allocation of NHFP funding to meet these project needs.
5. **Congestion Mitigation & Air Quality (CMAQ) Funding** – The FAST Act apportioned Alaska \$30 million in CMAQ funding in 2020, but the Draft 2020-23 STIP only shows \$18.6 million in CMAQ funding programmed in 2020. FAST Planning would like to know where the remaining \$11.4 million in CMAQ funding was transferred or if is not being spent. In subsequent years Alaska is expected to continue annually receiving \$30 million or more in CMAQ funding, yet the amount of CMAQ funding programmed is only \$13.8 million in 2021, \$12.7 million in 2022, and \$22.7

million in 2023. The STIP should fully program the anticipated annual apportionment of CMAQ funding and show any funding transfers that occurred so the public can transparently see where that funding is being invested.

6. **Committed Measures for the Fairbanks SIP** – Fairbanks is a Serious Non-attainment Area for PM2.5 pollution and could use additional CMAQ funding for transportation projects that help reduce PM2.5 pollution. The only dedicated project in the Draft 2020-23 STIP for such projects is the “Committed Measures for the Fairbanks SIP” funded at \$1.9 million annually. FAST Planning recommends increasing this allocation to \$5 million annually as we have received and ranked 20 new CMAQ-eligible project nominations totaling over \$20 million in projects which will take over 10 years to fund at the current annual amount. We also recommend changing the scope of this project to read “Funding for transportation projects and programs that are committed and contingency measures listed in the State Implementation Plan (SIP) for the Fairbanks PM2.5 Non-attainment Area, and non-SIP projects that are evaluated and scored by the Fairbanks area CMAQ Project Evaluation Board” to be consistent with Amendment No. 1 of the Memorandum of Agreement for the Selection & Funding of Projects funded by CMAQ within the Fairbanks Non-attainment Area for PM2.5 signed by FAST Planning, the Alaska DOT&PF, and Alaska Department of Environmental Conservation (ADEC).
7. **FMATS CTP Program Allocation** – The FAST Planning STP funding allocations for 2021, 2022, and 2023 shown in the Draft 2020-23 STIP do not match the amount shown in FAST Planning’s 2019-23 TIP, which included a 2.5% increase per year based on Alaska’s average 2.5% increase per year in STP apportionment under the FAST Act. FAST Planning’s 2019-23 TIP was approved by our Policy Board in April 2019, approved by Alaska DOT&PF in May 2019, and jointly approved by FHWA and FTA in June 2019 with the 2.5% increase per year, as we respectfully request the STIP show the approved STP allocation amounts for 2021, 2022, and 2023.
8. **FMATS CMAQ Allocation** – FAST Planning annually receives a CMAQ funding allocation of \$727,760, and the Draft 2020-23 STIP does not show continuation of the funding in 2023. Was this an error, or does the Alaska DOT&PF intend to discontinue our CMAQ funding allocation in 2023? FAST Planning’s 2019-23 TIP has already programmed our 2023 funding to specific projects, and this was approved by the Alaska DOT&PF, FHWA, and FTA (see previous comment). Fairbanks is located in a Serious PM2.5 Non-attainment Area and CO Maintenance Area, and this funding is critical to continuation of progress towards improving air quality. Additionally, AMATS annually receives a CMAQ funding allocation of \$2,101,733, and their funding extends through 2023, yet FAST Planning’s does not.
9. **Richardson Hwy MP 358-364 Bicycle/Ped Path** – According to the latest Design Status Report (February 2020), the Preliminary Engineering phase of this project was initiated in 2012, the Final Design phase was initiated in 2015, and Construction is currently slated for 2021. However, the Draft 2020-23 STIP has delayed the construction funding to “After 2023.” This project will complete the commuter bicycle/pedestrian connection between Fairbanks and North Pole and has been a top priority for our community for over 10 years. The construction funding amount is also relatively low (\$4.6 million) compared to most projects in the STIP. We understand this project was delayed internally until after the Richardson Highway MP 360-361 Railroad Grade Separated Facility project is construction to avoid reconstruction of a portion of

the new path, but construction of the railroad grade separation project is scheduled beyond 2023 with a current cost estimate of \$21 million. FAST Planning is concerned it may be another 5 to 10 years until the path gets built despite its priority to our community and encourages the Alaska DOT&PF to fund construction of this project as scheduled in 2021 even if a portion of the path has to be reconstructed under the railroad grade separation project.

10. **Aurora Drive Noyes Slough Bridge Replacement** – According to the latest Design Status Report (February 2020), the Preliminary Engineering phase of this project was initiated in 2016, the Utilities and ROW phases are funded in 2020, and Construction is currently slated for 2021. However, the Draft 2020-23 STIP has delayed the construction funding to “After 2023.” What is the reason for delay of this project? FAST Planning encourages the Alaska DOT&PF to fund construction of this project in 2021 in the STIP.
11. **Rosie Creek Road Improvements** – FAST Planning supports construction of this project in 2021 as shown in the Draft 2020-23 STIP. According to the latest Design Status Report, this project is in the Final Design phase and will be ready for construction in 2021, but the current 2018-21 STIP shows construction after 2021. FAST Planning appreciates the Draft 2020-23 STIP programming the necessary funds to get this project to construction in 2021 in coordination with the current project schedule.
12. **AMHS Tustumena Replacement Vessel** – The Draft 2020-23 STIP shows \$208 million in Advance Construction (AC) funding for this project (i.e. funding borrowed from future year’s federal funding apportionments) but does not identify what funding source is being AC’d or when the AC payback will occur. What funding is being AC’d for this project? This is the largest single-year, standalone project in the STIP and it equates to over a third of Alaska’s annual federal funding apportionment for transportation projects. If this project moves forward, the public should be able to readily see in the STIP what funding is being used on this project at the expense of other highway projects throughout the state.
13. **Sterling Hwy MP 8-25** – The Draft 2020-23 STIP shows a combined \$340 million for Stages 1 through 4 of this project to “construct new two-lane highway with 12-foot driving lanes, paved shoulders, and passing and climbing lanes where necessary.” The FAST Planning Policy Board respectfully requests a guest presentation from the Alaska DOT&PF on the history, purpose and need, funding sources, and scope of this project as it is the largest multi-year construction project in the STIP and reserves a significant percentage each year of Alaska’s federal funding apportionments for transportation projects throughout the state.
14. **Pavement and Bridge Preservation Program** – FAST Planning requests an informational table be added to the STIP to list the projects being funded each fiscal year under this program so the public can view and provide comment on the projects anticipated for each year.
15. **Highway Safety Improvement Program** – FAST Planning requests an informational table be added to the STIP to list the projects being funded each fiscal year under this program so the public can view and provide comment on the projects anticipated for each year. For example, the “Steese Hwy/Chena Hot Springs Rd Ramp Termini Roundabouts” project has been controversial in Fairbanks, but this project and its funding source cannot be found in the Draft 2020-23 STIP since it is being funded with HSIP. The STIP is an important resource for the public

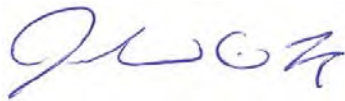
and outside agencies and organizations to review and comment on how Alaska's federal transportation funding apportionments are being spent throughout the state, and detailing the HSIP-funded projects would assist in transparency and allow for the public to more easily locate and comment on projects they are interested in.

16. **Urban Planning Program** – This program appears to be dedicated to the Anchorage and Fairbanks MPOs, and FAST Planning would like additional information on what these Planning funds are used for each year. FAST Planning receives an annual allocation of Planning funds, but it is not sufficient to operate our office. Each year we have to supplement operation of our office with approximately \$100,000 in STP funds, which should be used for transportation infrastructure projects. We also fund all of our supplemental transportation plans (i.e. Non-motorized Plan, Road Service Area Plan, Road/Rail Plan, Green Streets Plan, etc.) using STP funds since we do not even have sufficient Planning funds to operate our office. How can FAST Planning better access these funds, which are dedicated to the Anchorage and Fairbanks MPOs planning efforts?
17. **MatSu MPO** – The MatSu area is anticipated to become an “Urbanized Area” as a result of the 2020 Census, which will require the creation of a new MPO in 2022 or 2023. The Draft 2020-23 STIP, however, only allocates funding to the Anchorage and Fairbanks MPOs and does not allocate any funding to the upcoming MPO. Since the STIP is a planning document, it should factor in the establishment of a new MPO, including funding in 2020 and 2021 for their local governments to begin work on their operating agreement, planning documents, governance structure, staffing, etc.
18. **Statewide Long-range Transportation Plan & State Freight Plan** – Please ensure FAST Planning is invited as a key stakeholder to development of these plan updates.
19. **Project Classification** – 17 AAC 05.190 requires the Alaska DOT&PF to annually allocate non-restricted federal funding apportionments as follows: 48% to National Highway System, 8% to Alaska Highway System, 33% to Community Transportation Program, and 8% to Recreational Trails Program. FAST Planning requests the STIP provide a breakdown by year showing what percent non-restricted federal funding apportionments are being programmed for these four categories to show the public to what extent the STIP is complying with State regulations.
20. **CMAQ** – In the narrative of the Draft 2020-23 STIP, Page 11 states “Many projects are hard to rank, due to difficulty in measuring emission reductions relative to project improvements.” Both the Anchorage and Fairbanks MPOs updated their CMAQ project scoring criteria in 2019, and recently FAST Planning modeled emission reductions for 20 new projects within a two-week timeframe. At a minimum, FAST Planning recommends deleting this sentence in the narrative of the Draft 2020-23 STIP, and would welcome the opportunity to share with the Alaska DOT&PF our project scoring criteria and nomination forms for both CMAQ and TIP projects to collaborate on updating the Alaska DOT&PF's project nomination process.
21. **Performance Measures** – 23 USC 135 requires the STIP to include, to the maximum extent practicable, a discussion of the anticipated effect of the STIP towards achieving the performance targets established in the statewide transportation plan, linking investment priorities to those performance targets. The Draft 2020-23 STIP, however, does not link its investment priorities to

the Alaska DOT&PFs performance targets which were adopted in 2017 and 2018. The narrative in the STIP states the Alaska DOT&PF is still actively working to link plans and programs and ranking projects using a performance-based approach. At a minimum, the STIP should include a matrix showing which projects are helping the Alaska DOT&PF meet their performance targets. The narrative also states a research project has begun to evaluate current project scoring criteria and process used, using a prominent research firm and a Technical Advisory Committee to guide and assist with the process. FAST Planning has heard of this project, but not been invited to join the Technical Advisory Committee. This committee should include representatives from both the Anchorage and Fairbanks MPOs which have already adopted performance-based project scoring criteria and we would welcome the opportunity to share with the Alaska DOT&PF our project scoring criteria and nomination forms to assist the Alaska DOT&PF with this project.

Thank you again for the opportunity to comment on the Draft 2020-23 STIP, and we look forward to your responses to these comments. If you have any questions or need any additional information, please contact me at [jackson.fox@fastplanning.us](mailto:jackson.fox@fastplanning.us) or (907) 590-1618.

Sincerely,



**Jackson C. Fox**

Executive Director, FAST Planning

Attachments: FFY20 FAST Act Apportionments

Copy: FAST Planning Policy Board

Ryan Anderson, P.E., Northern Region Director – Alaska DOT&PF

Alice Edwards, Director – ADEC Division of Air Quality

Bryce Ward, Mayor – Fairbanks North Star Borough (FNSB)

Frank Tomaszewski, Assembly Member – FNSB

Jim Matherly, Mayor – City of Fairbanks

Jerry Cleworth, Council Member – City of Fairbanks

Michael Welch, Mayor – City of North Pole

**U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION**

**SUMMARY OF ESTIMATED FY 2020 APPORTIONMENTS UNDER THE FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT  
(before post-apportionment setasides; before penalties; before sequestration)**

<u>State</u>	<u>National Highway Performance Program</u>	<u>Surface Transportation Block Grant Program</u>	<u>Highway Safety Improvement Program<sup>1</sup></u>	<u>Railway-Highway Crossings Program</u>	<u>CMAQ Program</u>	<u>Metropolitan Planning</u>	<u>National Freight Program</u>	<u>Apportioned Total</u>
Alabama	494,741,953	246,732,803	49,080,675	5,073,078	12,298,319	3,333,954	28,941,332	840,202,114
Alaska	313,099,451	156,683,474	33,042,443	1,225,000	29,666,969	2,458,627	19,118,368	555,294,332
Arizona	447,127,652	224,149,047	45,965,703	2,967,657	55,926,461	6,344,986	27,799,510	810,281,016
Arkansas	334,767,158	167,062,437	32,457,197	4,185,123	13,275,056	1,862,973	19,764,892	573,374,836
California	2,089,200,481	1,053,690,990	211,467,482	17,126,221	500,295,608	54,251,287	138,657,164	4,064,689,233
Colorado	323,099,910	162,125,108	31,834,485	3,524,232	45,597,422	5,734,725	20,278,334	592,194,216
Connecticut	300,614,078	150,961,945	31,467,085	1,429,990	47,694,368	5,004,214	19,060,440	556,232,120
Delaware	103,317,410	51,796,315	10,081,972	1,225,000	12,571,910	1,932,152	6,410,692	187,335,451
Dist. of Col.	98,008,370	49,111,805	9,501,125	1,225,000	10,890,216	1,924,525	6,043,275	176,704,316
Florida	1,237,072,962	616,880,787	125,990,342	9,418,355	14,658,808	22,450,526	71,774,492	2,098,246,272
Georgia	806,983,187	403,807,318	79,568,253	8,752,943	73,251,443	8,424,550	49,157,698	1,429,945,392
Hawaii	104,217,869	52,209,876	10,180,798	1,225,000	11,167,168	1,896,314	6,411,020	187,308,045
Idaho	180,364,022	90,187,711	17,772,107	1,968,519	13,813,873	1,755,588	10,893,118	316,754,938
Illinois	858,674,356	430,881,499	82,521,711	11,447,942	118,687,291	18,501,752	53,800,208	1,574,514,759
Indiana	597,929,430	299,101,165	57,315,499	8,126,291	50,792,752	5,675,363	36,295,412	1,055,235,912
Iowa	317,807,590	158,597,539	28,975,242	5,810,759	12,176,773	2,150,784	18,747,935	544,266,622
Kansas	243,518,886	121,558,071	20,016,486	6,637,912	10,258,997	2,112,050	14,399,557	418,501,959
Kentucky	430,838,573	214,958,092	43,174,072	3,984,207	14,768,568	2,746,847	25,352,023	735,822,382
Louisiana	456,100,983	227,523,466	45,476,906	4,446,807	12,339,738	4,661,728	26,717,529	777,267,157
Maine	114,480,797	57,321,068	11,156,611	1,372,605	11,100,750	1,997,455	6,999,582	204,428,868
Maryland	358,207,008	179,945,709	36,644,501	2,554,678	57,886,304	7,519,164	22,750,659	665,508,023
Massachusetts	354,421,937	178,366,574	36,089,573	2,693,015	68,370,147	9,746,953	22,917,062	672,605,261
Michigan	642,579,319	322,165,619	61,952,096	8,371,109	79,781,597	11,228,590	39,929,529	1,166,007,859
Minnesota	408,543,503	204,391,064	38,106,750	6,607,060	34,741,058	4,957,851	24,800,569	722,147,855
Mississippi	312,851,275	156,120,387	30,475,456	3,768,074	12,094,689	1,843,875	18,459,535	535,613,291
Missouri	610,021,980	304,507,637	60,664,284	6,105,760	25,411,004	5,636,077	36,060,713	1,048,407,455
Montana	261,479,544	130,637,904	26,548,584	2,070,854	16,049,189	1,949,398	15,646,263	454,381,736
Nebraska	184,082,072	91,974,207	16,156,995	3,991,106	11,090,924	1,797,149	11,007,339	320,099,792
Nevada	216,968,180	108,972,195	22,518,347	1,225,000	35,111,432	3,559,477	13,782,114	402,136,745
New Hampshire	101,735,317	50,969,186	9,909,081	1,225,000	11,156,909	1,714,138	6,267,699	182,977,330
New Jersey	584,326,486	293,996,300	59,885,565	4,054,840	112,217,298	13,498,704	37,764,569	1,105,743,762
New Mexico	235,345,075	117,528,827	24,002,290	1,757,065	12,303,838	1,745,283	14,003,898	406,686,276
New York	974,012,365	490,421,038	99,771,442	6,808,001	197,491,169	27,078,598	63,332,086	1,858,914,699
North Carolina	654,628,340	327,457,108	64,537,286	7,110,098	55,252,188	6,307,224	39,724,034	1,155,016,278
North Dakota	156,787,547	78,389,467	13,050,447	4,109,831	11,341,386	1,820,536	9,444,726	274,943,940
Ohio	818,079,139	410,154,429	80,007,024	9,522,699	103,230,281	12,560,853	50,896,004	1,484,450,429
Oklahoma	412,040,523	205,548,192	39,305,274	5,795,658	12,672,698	2,803,630	24,192,620	702,358,595
Oregon	316,718,230	158,307,911	31,463,684	3,201,200	20,914,710	3,925,054	19,005,572	553,536,361
Pennsylvania	1,010,904,618	506,435,313	103,439,501	7,195,760	112,656,922	14,064,575	62,345,822	1,817,042,511
Rhode Island	137,063,015	68,569,768	13,776,132	1,225,000	11,244,409	2,013,608	8,305,283	242,197,215
South Carolina	434,295,182	216,679,276	42,863,366	4,673,289	14,122,069	3,415,428	25,527,301	741,575,911
South Dakota	177,973,663	88,986,911	16,898,134	2,580,911	13,224,318	1,916,123	10,733,825	312,313,885
Tennessee	533,418,054	266,704,084	53,168,467	5,213,662	39,933,096	5,212,502	32,182,103	935,831,968
Texas	2,166,542,312	1,083,746,225	217,248,302	19,874,151	177,480,229	26,539,278	131,271,809	3,822,702,306
Utah	219,929,852	109,933,366	22,343,929	1,727,415	13,928,109	3,513,767	13,175,610	384,552,048
Vermont	125,460,076	62,835,048	12,505,708	1,225,000	12,770,507	2,273,079	7,693,067	224,762,485
Virginia	634,099,034	317,374,279	64,441,735	4,957,390	59,205,557	8,197,676	38,686,671	1,126,962,342
Washington	420,647,244	210,611,005	41,534,037	4,503,272	39,836,369	7,939,596	25,684,221	750,755,744
West Virginia	279,703,606	139,695,457	28,432,252	2,182,195	15,440,605	1,845,754	16,673,410	483,973,279
Wisconsin	478,604,493	239,152,081	46,110,646	6,273,266	29,535,854	4,957,428	28,644,202	833,277,970
Wyoming	162,187,007	81,073,048	16,526,363	1,225,000	11,233,614	1,714,269	9,751,719	283,711,020
<b>Apportioned Total</b>	<b>24,235,621,114</b>	<b>12,136,990,131</b>	<b>2,407,423,445</b>	<b>245,000,000</b>	<b>2,498,960,969</b>	<b>358,516,037</b>	<b>1,487,282,615</b>	<b>43,369,794,311</b>

<sup>1</sup> Reflects \$3,500,000 takedown for safety-related programs.



April 13, 2020

John Lohery  
Alaska Division  
Federal Highway Administration  
P.O. Box 21648  
709 West 9th Street, Room 851  
Juneau, AK 99802-1648

Mr. Lohrey,

Thank you for your comments on the draft 2020-2023 STIP received March 23, 2020. Below are responses to the comments made the Alaska Division of the Federal Highway Administration email dated March 23, 2020.

- 1) Need ID 18634: Kotzebue Cape Blossom Road – Is there a contingency plan if the Special Federal Funds don't materialize? Just curious, this does not need to show in the STIP.  
The Special Federal Funds (SFF) fund code is used for several atypical federal fund types. There is currently some consideration to using the Highway Infrastructure Program funds on this project, however, the department will wait to see if the federal INFRA grant award is successful first. Either way, the SFF fund code will likely be used.
- 2) Need ID 26161: Fairbanks Air Quality Planning Project – We are checking on the eligibility for mandatory CMAQ funding.  
This project has been changed to (Community Multi-scale Air Quality) CMAQ-Flex.
- 3) Need ID: 30369 and 28549: Northern and Southcoast Region Americans with Disabilities Act (ADA) Reconnaissance and Improvements – The dollar values seem high. Will ADA improvements require this much funding?  
The approach the field offices take to plan their ADA improvement needs is to analyze existing facilities to find areas of severe non-compliance. Multiple factors are considered for nominating new projects. Individual projects can be broken out into separate Need IDs as necessary. Both Northern and Southcoast Region have confirmed that the needs identified in the STIP are at appropriate levels at this time. Ivet Hall, the Northern Region Project Manager has provided her contact information should Federal Highway Administration (FHWA) have any additional questions about the ADA Need IDs (907-750-7755).
- 4) Need ID 11925: Seward Highway MP 75 – 90 – The description indicated rehabilitation of Ingram Creek Bridge, but the bridge number is not shown.

This has been corrected to list the bridge number #620 in the description as well as the bridge list.

- 5) Need ID 24596 and 32298: Knik Goose Bay Road – Both need IDs seem to indicate the future funding needed after 2023. This may be double counting.  
There are two construction stages shown and no double counting. The first stage of construction will be funded under Need ID 32298 and the final stage under Need ID 24596. The first stage of construction shows advance construct funding, so the funding listed in After FFY2023 is Advance Construction Conversion (ACC). When ACC is in the ‘After’ column it shows as a positive number instead of two lines that cancel out to zero. The final construction stage is with the parent Need ID 24596 so that the Parent Need ID remains active through the life of the project.
- 6) Need ID 29877 and 32639: Kodiak Chiniak Hwy – The project description says that ID 29877 is the final construction segment, but the funding shows it is constructed before ID 32639.  
Need ID 29877 has construction funding shown in After 23 and is the final construction segment. 32639 has construction funding shown in FFY22.
- 7) Need ID 29989: Sand Point City Dock – In FFY21, the amount for State Match should be moved to STP.  
This has been corrected.

Thank you for your comments on the 2020-2023 STIP. If you have any additional questions or comments please contact me at (907) 465-2744.

Sincerely,



Maren Brantner  
STIP Manager  
Program Development & Statewide Planning

Cc: Marie Heidemann, Statewide Planning Chief, DOT&PF





April 13, 2020

Mayor Bruce J. Ward  
Fairbanks North Star Borough  
PO Box 71267  
907 Terminal Street  
Fairbanks, AK 99707

Re: Statewide Transportation Improvement Plan (STIP)

Dear Mayor Ward:

Thank you for taking the time and effort to provide comments on the Statewide Transportation Improvement Program (STIP). We have responded to your comments to match the same headings of your initial letter.

### **General**

#### **FAST Planning Community Transportation Program (CTP) Allocation**

The Matanuska Susitna Borough has not been officially designated as a Metropolitan Planning Organization (MPO). If the 2020 census data reveals it is eligible to become a MPO, we will open up the CTP allocation discussion. Please understand that the Department of Transportation & Public Facilities' (DOT&PF) approval of the Transportation Improvement Program (TIP) is not approval of the allocation amount. Approval of the TIP constitutes the approval that the TIP development process meets existing federal requirements. Also note there is currently no new highway bill, and if we continue to operate under a continuing resolution we must assume flat funding after 2020.

#### **Community Multiscale Air Quality Modeling System (CMAQ)**

DOT&PF wants to retain maximum flexibility with its limited transportation dollars and exercises the ability to transfer half of its flexible CMAQ to the Surface Transportation Program (STP) to fund projects eligible to receive STP funding. It is also worth noting that from FFY17-FFY19, approximately half of the CMAQ funding obligated statewide, was on projects in the Fairbanks area.

#### **Freight Program**

At the time the National Highway Freight Program (NHFP) funding was allocated, FAST Planning did not have a designated Critical Urban Freight Corridor, therefore was not eligible to receive this funding. For the next round of NHFP allocation, a process will be established using a freight advisory committee, and the routes designated as primary freight network, critical rural freight corridors, and critical urban freight corridors will be considered.

### **Metropolitan Planning Organization (MPO) Projects**

The MPO's TIPs are incorporated by reference into the STIP. This preserves maximum flexibility for the MPO and DOT&PF to conduct project development processes more efficiently as well as independently.

### **Programmatic Projects**

DOT&PF uses programmatic projects to maintain maximum flexibility. There are several tools that can provide additional information on individual projects within a program, including the search tool: <http://www.dot.state.ak.us/stwdplng/cip/stip/tabsearch/index.cfm>. If you query a programmatic Need ID, and select "Show IRIS Projects", the individual projects under that program will be identified, and include the status and project manager. We will include this information in the STIP introduction so the public is aware. You may also search all active Statewide Projects, including state funded projects at <http://dot.alaska.gov/projects-status/>. As always, you can also contact area planners with any specific program questions and they will be happy to provide detailed information. Contact information is provided in the STIP introduction and on the STIP website.

### **Project Specific Comments**

#### **Need ID 18663 FAST Planning CMAQ Allocation**

Thank you for pointing this out. This was an oversight that has been corrected. The funding is intended to carry over into 2023 and beyond.

#### **Need ID 22441 Steese Highway and 3<sup>rd</sup> Street Widening**

The decision to delay funding year was project schedule related, and FFY20 funding is better utilized for projects that can see construction in 2020. As you noted, Northern Region has experienced difficulty in right of way acquisition with commercial businesses, but they are confident in their ability to meet the 2021 construction year for project delivery.

#### **Need ID 25598 Richardson Highway Mile Point 358-364 Bicycle/Pedestrian Path**

Although we had to delay this project, we were able to accelerate others – namely Airport Way West Improvements and Rosie Creek Improvements.

The proposed bicycle/pedestrian path is scheduled in the extended STIP for FFY24 and Northern Region's corridor plan for 2024 to minimize costs and impacts associated with other planned projects. The path overlaps with Airport Way/Steese Expressway Intersection improvements (funded through Highway Safety Improvement Program) and Richardson Highway MP 359 Grade Separated Crossing scheduled in the Northern Region's corridor plan for construction years 2022 and 2024, respectively.

The proposed path would introduce what Alaska Railroad Corporation considers a new crossing, which has additional liability and maintenance considerations associated. These issues can be mitigated if the path is not constructed at-grade and is elevated over the railroad crossing along with the roadway in the proposed MP 359 grade separation. Safety is a high priority consideration in all DOT&PF capital works projects, and avoiding construction of a new at-grade bicycle/pedestrian crossing when it can otherwise be avoided is ideal.

The MP 359 project is scheduled for funding in our extended STIP for FFY24, as is the subject path. It is optimal to construct these two projects together for reasons stated above, and for economy of scale benefits in the cost of construction.

**Need ID 26076 Aurora Drive Noyes Slough Bridge Replacement**

The project is expected to receive authority to proceed through right of way acquisition this year. It is scheduled in Northern Region's corridor plan for construction in 2024 and we intend to pursue funding for it in FFY24. As stated above, though this project was delayed, others were accelerated.

Northern Region monitors its projects for construction readiness in order to capitalize on any unexpected new funding opportunities, so it is possible this project is a candidate for acceleration should our constrained funding picture change. However, 2021 and 2022 are expected to be very high volume construction seasons for the Fairbanks area, which is an important consideration not just for balancing funding statewide but also for localized construction impacts, particularly when a full bridge closure is required. Northern Region will continue to monitor this project for possible advancement in future STIP amendments, but no change is made at this time.

Thank you for your interest in the 2020-2023 STIP and for taking the time to make comments. We sincerely appreciate your perspective and feedback and will use it to improve our public process.

Sincerely,

A handwritten signature in black ink, appearing to read "Maren Brantner", written over a light blue horizontal line.

Maren Brantner  
STIP Manager



# Fairbanks North Star Borough

Mayor's Office

907 Terminal Street P.O. Box 71267 Fairbanks, AK 99707-1267 T.(907)459-1300 F.(907)459-1102

March 16, 2020

*Sent Electronically to:*  
[dot.stip@alaska.gov](mailto:dot.stip@alaska.gov)

Mr. Ben White, Program Development Director  
State of Alaska Department of Transportation & Public Facilities  
Division of Program Development  
Attn: Statewide Transportation Improvement Plan  
P.O. Box 112500  
Juneau, AK 99811-2500

CC: Ryan Anderson, DOT&PF, Northern Region Director

Re: Comments on the Draft Amendments to the 2020-2023 Statewide Transportation Improvement.

Dear Mr. White:

The Fairbanks North Star Borough (FNSB) Administration appreciates the opportunity to submit comments regarding the Draft 2020-2023 Statewide Transportation Improvement Program (STIP). The contents of this letter include the general and project specific comments provided by staff.

## **General**

**FAST Planning CTP Allocation**— The FAST Planning STP funding allocations for 2021, 2022, and 2023 shown in the Draft 2020-23 STIP do not match the amount shown in FAST Planning's 2019-23 TIP, which included a 2.5% increase per year based on Alaska's average 2.5% increase per year in STP apportionment under the FAST Act. FAST Planning's 2019-23 TIP was approved by our Policy Board in April 2019, approved by Alaska DOT&PF in May 2019, and jointly approved by FHWA and FTA in June 2019 with the 2.5% increase per year, as we respectfully request the STIP show the approved STP allocation amounts for 2021, 2022, and 2023.

This allocation is very important to the Fairbanks North Star Borough as these funds are how local project needs are met. With the likelihood of a new MPO being created in the Mat-Su Borough it is very important that the CTP allocation for FAST Planning stay at present and agreed-to levels. We urge the ADOT&PF to find additional funding that can be used for CTP allocations for the Mat-Su and keep FAST Planning allocations whole.

**CMAQ**—The State of Alaska receives approximately \$29 million annually to spend on projects that clean the air. Many types of projects are eligible for these funds, and the Department of Transportation (DOT) has programmed the funding without demonstrating the clean air impacts of the projects for which the funds are being used. The Fairbanks air



shed is a PM 2.5 non-attainment area and we have been allocated only \$1.9 million annually to fund solutions to our air quality. We are grateful for that allocation, however since Fairbanks is the only active non-attainment area in the State of Alaska with all other areas being in Maintenance status, it would make sense that a larger percentage of that funding be spent in an area that actually can demonstrate benefit from the use of the funds.

Fairbanks recently solicited projects for use of the \$1.9 million in CMAQ funding and received \$20 million in project applications. There are literally enough projects to fill our program for 10 years! We would request a larger allocation of CMAQ dollars to help us continue to clear projects and clean our air. As the only active non-attainment area in the state, all other areas are in maintenance status, FNSB requests that \$5 Million annually be allocated to the Fairbanks Non-attainment area for local projects like CNG infrastructure to convert the MACS bus fleet to clean burning fuel, and make meaningful progress towards area attainment goals.

**Freight Program**—In 2018 the FMATS (now FAST Planning) adopted their Freight Mobility Plan which identified several important projects to keep freight moving in the Fairbanks Metropolitan Area. The State of Alaska receives an annual allocation of funds that are specifically to improve freight movement. DOT receives approximately \$19 million in National Highway Freight Program money annually. To date all that funding has been routed to one project, the Sterling Highway. This is within the DOT's decision to allocate funds this way, however, the Fairbanks Metropolitan area has done the work of developing a plan that identifies priority needs for freight in the metropolitan area. It is reasonable to assume that the State would develop an allocation process for the funding received on an annual basis. The FNSB requests that the DOT allocate \$1.5 Million annually to FAST Planning for use in Freight oriented projects.

**MPO Projects**—For both AMATS and FAST Planning, and soon to be an MPO in the Mat-Su Borough, their CTP allocations are put into the program in one lump sum. There are dozens of projects that these agencies are funding, from sidewalk improvements to roadway reconstruction. Instead of just incorporating the Metropolitan TIPS by reference, why not have an MPO portion of the STIP within their reflective regions that details their projects like those of the State's within the TIP document itself? It would be better for the reader to know what funding is coming at what time. DOT should list the MPO projects in a consistent format in the STIP.

**Programmatic Projects**—The STIP is not as informative as it might be. There are several programs that fund individual projects but are put into the STIP in a lump sum. The STIP is more than just a financial tool, it is a documentation of infrastructure decisions for transportation, and the only way it can truly serve this purpose is by listing the projects it is funding or contemplating for construction. There are five areas where this is the case in addition to the MPO Projects, they are:

- HSIP
- ADA Implementation
- Northern Region Signal Interconnect

- Pavement and Bridge Preservation, and
- Northern Region ITS

If there were simply a listing of the projects being funded with these pots of money that would give the reader a much better understanding of what is planned for transportation improvements throughout the state.

### **Project Specific Comments**

**Need ID 15685 Airport Way West Improvements**—This project was moved up to FY 2021. FNSB very much appreciated this project advancement, as it reflects the importance of creating improved access to and from the airport.

**Need ID 18663 FAST Planning CMAQ Allocation**—First, the title says FMATS, that should be FAST Planning, and there is no funding shown for 2023, is this correct? Or perhaps it is a typo that needs correction.

**Need ID 22441 Steese Highway and 3<sup>rd</sup> Street Widening**—This project has slipped a year from the anticipated construction year of 2020 to 2021. It is understood that right-of-way acquisition has taken longer than anticipated, however this project remains a high priority for the FNSB and we want to ensure that the project is budgeted for and completed in a timely manner.

**Need ID 25596 Rosie Creek Road Improvements**—The FNSB has waited a long time for this project to finally come to fruition. We are glad to see it is finally advancing on-schedule, and that the State added \$.6 million to the project to ensure its timely construction.

**Need ID 25598 Richardson Highway Mile Point 358-364 Bicycle/Pedestrian Path**—This is an important project that will have a big impact to bicycle commuting in the Fairbanks Metropolitan Area. This project serves the fastest growing part of the FNSB and it will be expanding with the expansion of Eielson AFB for the F-35 Beddown. This is a long stretch for a bike path along a major highway that is subject to project improvements almost continuously. FNSB requests this project be moved onto the program and constructed no later than 2022 when the F-35 expansion at Eielson AFB will be complete.

**Need ID 26076 Aurora Drive Noyes Slough Bridge Replacement**—This project has yet to be funded, although it has been in the program for several years, and preliminary engineering is substantially complete. FNSB requests that this project be moved onto the program in 2023 for construction.

**Need ID 29655 and 29656 University Avenue Rehabilitation**—The FNSB is in full support of the work being done on University Avenue. This is one of the busiest corridors in the Borough and hasn't been totally reconstruction in decades. The FNSB also supports the use of Advanced Construction funding to move up the project completion and shorten the disruption from roadway and bridge construction.

Thank you for your consideration and the opportunity to provide comments.

Respectfully,



Bryce J. Ward

Mayor  
Fairbanks North Star Borough

## **Brantner, Maren H (DOT)**

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**From:** Brantner, Maren H (DOT)  
**Sent:** Friday, March 20, 2020 12:50 PM  
**To:** Georgia Garr  
**Cc:** dot.stip; Flores, Narciso (DOT)  
**Subject:** RE: AMHS

Ms. Garr,

Thank you for your interest in the Statewide Transportation Improvement Program (STIP), Alaska's federally required four-year program for transportation system preservation and improvement. Alaska's surface transportation program is primarily driven by federal funds and therefore project funding meet project development schedules and federal requirements. This process ensures that Alaska will receive the maximum amount of federal funding available to maintain and improve its surface transportation program.

When the State of Alaska develops a new four-year STIP or amends the approved STIP, it seeks public input to provide the public an opportunity to review and comment on the proposed changes. This public involvement process provides a fair and accountable system to ensure that projects are funded as necessary and in accordance with federal requirements.

For more information about the STIP and to view future STIP amendments, please visit [www.dot.alaska.gov/stip](http://www.dot.alaska.gov/stip).

Regards,

Maren Brantner  
STIP Manager, DOT&PF  
(907) 465-2744

-----Original Message-----

From: Georgia Garr <tahoma39@gmail.com>  
Sent: Thursday, February 27, 2020 4:36 PM  
To: dot.stip <dot.stip@alaska.gov>  
Subject: AMHS

How about you get at least ONE ship running??? Then you could call the FAST act the HALF-FAST act !!!





THE STATE  
of **ALASKA**  
GOVERNOR MICHAEL J. DUNLEAVY

## Department of Transportation and Public Facilities

DIVISION of PROGRAM DEVELOPMENT and STATEWIDE PLANNING  
Headquarters

3132 Channel, Suite 200  
P.O. Box 112500  
Juneau, Alaska 99811-2500  
Main: (907) 465-4070  
Fax number: (907) 465-6984  
[dot.alaska.gov](http://dot.alaska.gov)

April 15, 2020

Jon Bolling  
City Administrator, City of Craig  
PO Box 725  
Craig, Alaska 99921

Dear Mr. Bolling,

Thank you for taking the opportunity to provide comments to the Statewide Transportation Improvement Program (STIP), Alaska's federally required four-year program for transportation system preservation and improvement. Alaska's surface transportation program is primarily driven by federal funds and therefore project funding must be amended periodically to meet project development schedules and federal requirements. This process ensures that Alaska will receive the maximum amount of federal funding available to maintain and improve its surface transportation program.

Regarding the inclusion of Inter-Island Ferry Authority's (IFA) vessel refurbishment in the 2020-2023 STIP, we have received the detailed request for funding from IFA and are considering how we can best support their continued operation. We understand the great value of IFA's service to the communities of Prince of Wales Island and desire to help them as we have in the past. To that end, we are investigating potential alternatives to meet their needs; our choices are limited based on the financial constraints of the overall STIP and the amount of funding available in the programs for which the necessary work is eligible. We will continue to work with IFA to determine the best way forward.

If you have additional questions you may contact Narciso Flores, the Marine Transportation Services Manager, at (907)228-7285 or [cisco.flores@alaska.gov](mailto:cisco.flores@alaska.gov).

Thank you for taking the time to comment on the Draft 2020-2023 STIP. The Department sincerely values your support. For more information about the STIP and to view future STIP amendments, please visit [www.dot.alaska.gov/stip](http://www.dot.alaska.gov/stip).

Sincerely,

A handwritten signature in blue ink that reads "Benjamin White".

Benjamin White, Director  
Division of Program Development and Statewide Planning

Cc: Maren Brantner, STIP Manager  
Marie Heidemann, Statewide Planning Chief  
Narciso Flores, Marine Transportation Services Manager



February 27, 2020

Commissioner John MacKinnon  
PO Box 112500  
3132 Channel Drive  
Juneau, AK 99811-2500

Dear Commissioner MacKinnon:

The City of Craig supports the Interisland Ferry Authority's February 17, 2020 letter requesting inclusion in the 2020-2023 STIP.

As you are aware, the IFA is the sole provider of critical ferry service to Ketchikan for passengers, vehicles, goods, health care, and services of the 13 communities on Prince of Wales Island. The service is essential to the socio-economic well-being of Prince of Wales Island residents and communities. The value of IFA's service is fairly reported in the recently updated publication "IFA by the Numbers".

The IFA's two vessels are in need of overhauls and upgrades. The City of Craig understands that the IFA is actively pursuing Buy America waivers for propeller and reduction gear components needed to complete maintenance work. The city asks that the State of Alaska support IFA's efforts with written support to FHWA, and by including the needed funding for IFA in the STIP.

The Prince of Wales Community Advisory Council recently approved a transportation priority resolution that identifies IFA support as the islands top transportation priority. That resolution is now before the POWCAC member communities for adoption; seven of those POW communities have already confirmed their support for the resolution.

It is difficult to overstate the benefits of IFA ferry service to POW. The City of Craig hopes the State of Alaska concurs, and will provide the support requested here. Thank you for your considering our comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Jon Bolling".

Jon Bolling  
Craig City Administrator

## **Brantner, Maren H (DOT)**

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**From:** Brantner, Maren H (DOT)  
**Sent:** Wednesday, April 15, 2020 4:31 PM  
**To:** Mark S Hickey  
**Cc:** White, Ben M (DOT); Moulton, Marcheta A (DOT); Skagerberg, Verne R (DOT); MacKinnon, John S (DOT); Carpenter, Rob S (DOT); dot.stip  
**Subject:** RE: Comment on Draft STIP

Dear Mr. Hickey,

Thank you for taking the opportunity to provide comments to the Statewide Transportation Improvement Program (STIP), Alaska's federally required four-year program for transportation system preservation and improvement. Alaska's surface transportation program is primarily driven by federal funds and therefore project funding must be amended periodically to meet project development schedules and federal requirements. This process ensures that Alaska will receive the maximum amount of federal funding available to maintain and improve its surface transportation program.

Regarding your email about the CTP and the STIP program, we have responded to your comments in the order received.

### **Allow for proceeding with CTP projects earlier than FFY 2025 if ready to go out for**

**construction.** Unfortunately, CTP project construction phases cannot be advanced to earlier years. Existing projects under development need to exit the system as constructed projects and meet required project schedules to continue to be eligible for federal aid funding. The new CTP projects will be funded and proceed in FFY2021 and FFY2022 as design projects so that construction projects are ready when the funding is expected to be available in FFY25. If funding becomes available before FFY25 and there are CTP projects ready to proceed to construction, then adjustments can be made. We apologize for any misinformation you may have received related to construction funding availability. The following language has been used to notify all parties through GovDelivery notifications and on the website:

Projects which score highly enough will be programmed into the 2020-2023 STIP for the initial design phase in Federal Fiscal Years (FFY) 2020 and 2021. Construction phases will be programmed for funding in accordance with individual project schedules and funds availability, with funds not expected to be available before 2023.

### **Add additional funding beyond \$50 million for this and the next one or two cycles in response to the pent-up demand and department's decision to not allow any new CTP projects for the last several years.**

The department will be announcing total project awards of approximately \$56 million. In addition, one large project (Kotzebue Cape Blossom) that scored very highly has been removed from the list in an effort to distribute funding to more communities. Alternative federal funding will be pursued for that project and if successful will represent almost \$90 million in CTP projects moving forward.

We understand that there was pent-up demand for CTP projects due to less Surface Transportation Program (STP) funding available for the program. The federal funding remains lower and the CTP program is only now beginning to have space to support additional projects. The Federal Highways Administration requires that we timely enter and exit projects from the system, therefore it is important that the department not overload the program with new starts for which there will not be sufficient funding to timely deliver.

**Accept some of the CTP projects not selected in this cycle in order to have alternate CTP projects ready in case of slippage in the timetable for a selected CTP project.** Due to strict FHWA project schedule requirements, the department has little flexibility to program additional alternate projects. Any projects accepted are required to be delivered through to construction and therefore would be considered selected projects. The illustrative funding tools previously available to the department have become more restrictive. The department must continuously enter and exit projects from the STIP and will be best poised to do so with continuing CTP cycles. Additionally, the department has found that project estimates tend to increase and fill more of the program than expected, therefore a more conservative approach is required.

**Consider changing the CTP process to extend the program to a three- or four-year program.** The CTP cycle is desired to run concurrently with the STIP. While the STIP is a four year program, a new STIP is developed every 2-3 years. Ideally, the CTP will run concurrently such that all new CTP projects are inserted into a new STIP. This will provide an opportunity for communities to assess and nominate high priority projects on an ongoing basis. Additionally, it allows department staff and community representatives to remain familiar with the program and the process.

Again, we appreciate your interest in CTP and STIP. For more information about these programs and to view future STIP amendments, please visit [www.dot.alaska.gov/stip](http://www.dot.alaska.gov/stip).

Regards,

**Maren Brantner**

*STIP Manager, DOT&PF*  
(907) 465-2744

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**From:** Mark S Hickey <mshickey@gci.net>  
**Sent:** Friday, March 20, 2020 4:26 PM  
**To:** dot.stip <dot.stip@alaska.gov>  
**Cc:** White, Ben M (DOT) <ben.white@alaska.gov>; Moulton, Marcheta A (DOT) <marcheta.moulton@alaska.gov>; Skagerberg, Verne R (DOT) <verne.skagerberg@alaska.gov>; MacKinnon, John S (DOT) <john.mackinnon@alaska.gov>; Carpenter, Rob S (DOT) <rob.carpenter@alaska.gov>  
**Subject:** Comment on Draft STIP

Folks,

Thanks for the chance to offers some comments. These comments are from me and are not offered on behalf of any clients I represent. My thoughts deal with the relationship between the STIP and the recently restarted CTP program.

**Allow for proceeding with CTP projects earlier than FFY 2025 if ready to go out for construction.** It was explained by department folks last fall that successful CTP projects would be funded and proceed in FFY 2021 and FFY 2022 assuming the projects are ready. During a recent presentation by the department in front of the Senate Finance DOT/PF Subcommittee (3/18/20), the department explained that CTP projects selected later this month will start design work in FFY 2023 and will appear in the STIP for construction in FFY 2025. My perusal of the draft STIP confirms this statement since it appears most if not all Surface Transportation

Program (STP) funds during FFY 2021 through FFY 2023 are programmed for department, not CTP projects.

I recognize that some projects may take more time to go through project development, but other projects are further along with project development – including detailed design, environmental review and right-of-way. Obviously, activity is needed to convert this work to be acceptable for FHWA project requirements to get PS&E approval and obligation. Allowing projects that can be shovel ready to proceed earlier than FFY 2025 would be appreciated and reflect an effort by the department to keep to the schedule previously discussed. I think this is particularly defensible given the pent-up demand for community projects created by no new CTP projects accepted for several years.

**Add additional funding beyond \$50 million for this and the next one or two cycles in response to the pent-up demand and department’s decision to not allow any new CTP projects for the last several years.** The state currently receives \$156 million each year under the Surface Transportation Block Grant Program. Spending \$25 million per year for the CTP program (based on the stated plan to allocate \$50 million for a 2-year cycle) results in about 15% of the annual amount available for this program. If you take into account the recent change by the department to push back programming any construction of CTP projects, that percentage drops to less than 10% annually looking at anticipated funding during FFY 2021 through FFY 2025.

I better than most understand there are more needs across the state than available funds. I also recognize the need to use the federal-aid money to fund major road maintenance activity in light of the reductions over the years in available state money to fund this work. Unfortunately, local communities have no other option to fund a community transportation project – Alaska lacks a state funded highway program, the Denali Commission is no longer a source and the BIA Tribal Transportation provides a minimal amount of funds annually to help with maintenance work. Section 118(d) of Title 23 USC explicitly allows Alaska considerable flexibility to use any of its federal-aid funds “for construction of access and development roads”. As far as I call tell, the state rarely uses this authority today to help fund these projects if brought forward as a community transportation project. I encourage the department to revisit the question of amount of funds allocated to the CTP program and increase the annual allocation by another \$15 to \$25 million – at least for the next two or three cycles.

**Accept some of the CTP projects not selected in this cycle in order to have alternate CTP projects ready in case of slippage in the timetable for a selected CTP project.** If more STP money isn’t allocated to fund CTP projects, I suggest accepting the next 10-15% of the top scoring CTP projects below the cutoff line of \$50 million for this round and proceed with project development coincident with the project development schedule for selected CTP projects. These projects could then be moved into the STIP for obligation through the amendment process if another CTP project is delayed or there is an opportunity at the end of the federal fiscal year to use another state’s obligation authority. If the project isn’t able to be accelerated in the STIP it would be ready for programming in the following year.

I make this suggestion for a couple of reasons: (1) it allows the department to increase the pool of selected CTP projects beyond \$50 million in this cycle in response to the amount of demand; (2) it ensures a steady flow of CTP projects that go out for construction; and (3) avoids the need for a worthy project going back into the competitive process and having to “start over” during the next round.

**Consider changing the CTP process to extend the program to a three- or four-year program.** Applicants have spent considerable effort to prepare submissions. Any community across the state can submit making it a very competitive effort. These factors combined with the limited amount of funding will likely mean a large number of worthy projects will not be funded. I suggest the department take some time and conduct an analysis of the submitted projects that are not funded and consider a change to the process to allow acceptance of a greater number of worthy projects by creating a three- or four-year program versus restarting the process every two years. What I’m suggested is to make programming of CTP projects more similar to the current system used in the STIP to program funding of other projects over three or four years.

Thank you for the opportunity to comment. Let me know if you have questions or wish to discuss my comments further.

Mark Hickey  
Hickey & Associates  
(907) 723-8574

**From:** [Mark S Hickey](#)  
**To:** [dot.stip](#)  
**Cc:** [White, Ben M \(DOT\)](#); [Moulton, Marcheta A \(DOT\)](#); [Skagerberg, Verne R \(DOT\)](#); [MacKinnon, John S \(DOT\)](#); [Carpenter, Rob S \(DOT\)](#)  
**Subject:** Comment on Draft STIP  
**Date:** Friday, March 20, 2020 4:25:46 PM

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Folks,

Thanks for the chance to offers some comments. These comments are from me and are not offered on behalf of any clients I represent. My thoughts deal with the relationship between the STIP and the recently restarted CTP program.

**Allow for proceeding with CTP projects earlier than FFY 2025 if ready to go out for construction.** It was explained by department folks last fall that successful CTP projects would be funded and proceed in FFY 2021 and FFY 2022 assuming the projects are ready. During a recent presentation by the department in front of the Senate Finance DOT/PF Subcommittee (3/18/20), the department explained that CTP projects selected later this month will start design work in FFY 2023 and will appear in the STIP for construction in FFY 2025. My perusal of the draft STIP confirms this statement since it appears most if not all Surface Transportation Program (STP) funds during FFY 2021 through FFY 2023 are programmed for department, not CTP projects.

I recognize that some projects may take more time to go through project development, but other projects are further along with project development – including detailed design, environmental review and right-of-way. Obviously, activity is needed to convert this work to be acceptable for FHWA project requirements to get PS&E approval and obligation. Allowing projects that can be shovel ready to proceed earlier than FFY 2025 would be appreciated and reflect an effort by the department to keep to the schedule previously discussed. I think this is particularly defensible given the pent-up demand for community projects created by no new CTP projects accepted for several years.

**Add additional funding beyond \$50 million for this and the next one or two cycles in response to the pent-up demand and department's decision to not allow any new CTP projects for the last several years.** The state currently receives \$156 million each year under the Surface Transportation Block Grant Program. Spending \$25 million per year for the CTP program (based on the stated plan to allocate \$50 million for a 2-year cycle) results in about 15% of the annual amount available for this program. If you take into account the



recent change by the department to push back programming any construction of CTP projects, that percentage drops to less than 10% annually looking at anticipated funding during FFY 2021 through FFY 2025.

I better than most understand there are more needs across the state than available funds. I also recognize the need to use the federal-aid money to fund major road maintenance activity in light of the reductions over the years in available state money to fund this work. Unfortunately, local communities have no other option to fund a community transportation project – Alaska lacks a state funded highway program, the Denali Commission is no longer a source and the BIA Tribal Transportation provides a minimal amount of funds annually to help with maintenance work. Section 118(d) of Title 23 USC explicitly allows Alaska considerable flexibility to use any of its federal-aid funds “for construction of access and development roads”. As far as I call tell, the state rarely uses this authority today to help fund these projects if brought forward as a community transportation project. I encourage the department to revisit the question of amount of funds allocated to the CTP program and increase the annual allocation by another \$15 to \$25 million – at least for the next two or three cycles.

**Accept some of the CTP projects not selected in this cycle in order to have alternate CTP projects ready in case of slippage in the timetable for a selected CTP project.** If more STP money isn't allocated to fund CTP projects, I suggest accepting the next 10-15% of the top scoring CTP projects below the cutoff line of \$50 million for this round and proceed with project development coincident with the project development schedule for selected CTP projects. These projects could then be moved into the STIP for obligation through the amendment process if another CTP project is delayed or there is an opportunity at the end of the federal fiscal year to use another state's obligation authority. If the project isn't able to be accelerated in the STIP it would be ready for programming in the following year.

I make this suggestion for a couple of reasons: (1) it allows the department to increase the pool of selected CTP projects beyond \$50 million in this cycle in response to the amount of demand; (2) it ensures a steady flow of CTP projects that go out for construction; and (3) avoids the need for a worthy project going back into the competitive process and having to “start over” during the next round.

**Consider changing the CTP process to extend the program to a three- or four-year program.** Applicants have spent considerable effort to prepare submissions. Any community across the state can submit making it a very competitive effort. These factors combined with the limited amount of funding will likely mean a large number of worthy projects will not be funded. I suggest the department take some time and conduct an analysis of the submitted projects that are not funded and consider a change to the process to allow acceptance of a greater number of worthy projects by creating a three- or four-year program versus restarting the process every two years. What I'm suggested is to make programming of CTP projects more similar to the current system used in the STIP to program funding of other projects over three or four years.

Thank you for the opportunity to comment. Let me know if you have questions or wish to discuss my comments further.

Mark Hickey  
Hickey & Associates  
(907) 723-8574

## Brantner, Maren H (DOT)

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**From:** Brantner, Maren H (DOT)  
**Sent:** Monday, March 23, 2020 3:23 PM  
**To:** Mark Hilson  
**Cc:** Kara Jurczak; Karl Amylon; Lacey Simpson; dot.stip; Angela Pool; Potdevin, Jim (DOT); Skagerberg, Verne R (DOT)  
**Subject:** RE: City of Ketchikan Comments  
**Attachments:** City of Ketchikan - Mark Hilson.pdf

Dear Mr. Hilson,

Please see the attached correspondence.

Thank you,

### **Maren Brantner**

*STIP Manager, DOT&PF*

(907) 465-2744

---

**From:** Angela Pool <AngelaP@City.Ketchikan.Ak.Us>  
**Sent:** Friday, February 21, 2020 8:34 AM  
**To:** dot.stip <dot.stip@alaska.gov>  
**Cc:** Mark Hilson <MHilson@city.ketchikan.ak.us>; Kara Jurczak <KaraJ@City.Ketchikan.Ak.Us>; Karl Amylon <KarlA@City.Ketchikan.Ak.Us>; Lacey Simpson <LaceyS@City.Ketchikan.Ak.Us>  
**Subject:** City of Ketchikan Comments

To whom it may concern:

Please see the attached for comments from the City of Ketchikan in support of the draft 2020-2023 STIP.

Thank you,

Angela Pool  
Admin. Assistant | Public Works Department  
2930 Tongass Ave. | Ketchikan, AK 99901  
Desk 907.228.4727



THE STATE  
of **ALASKA**  
GOVERNOR MICHAEL J. DUNLEAVY

## Department of Transportation and Public Facilities

DIVISION of PROGRAM DEVELOPMENT and STATEWIDE PLANNING  
Headquarters

3132 Channel, Suite 200  
P.O. Box 112500  
Juneau, Alaska 99811-2500  
Main: (907) 465-4070  
Fax number: (907) 465-6984  
dot.alaska.gov

March 20, 2020

Dear Mr. Hilson,

Thank you for your interest in the Statewide Transportation Improvement Program (STIP), Alaska's federally required four-year program for transportation system preservation and improvement. Alaska's surface transportation program is primarily driven by federal funds and therefore project funding meet project development schedules and federal requirements. This process ensures that Alaska will receive the maximum amount of federal funding available to maintain and improve its surface transportation program.

When the State of Alaska develops a new four-year STIP or amends the approved STIP, it seeks public input to provide the public an opportunity to review and comment on the proposed changes. This public involvement process provides a fair and accountable system to ensure that projects are funded as necessary and in accordance with federal requirements.

The Department looks forward to continued work with the City of Ketchikan to meet their transportation needs.

For more information about the STIP and to view future STIP amendments, please visit [www.dot.alaska.gov/stip](http://www.dot.alaska.gov/stip).

Sincerely,

A handwritten signature in black ink, appearing to read "Maren Brantner".

Maren Brantner  
STIP Manager  
Program Development & Statewide Planning

CC: Karl Amylon, Ketchikan City Manager  
Marie Heidemann, Statewide Planning Chief  
Kara Jurczak, P.E. Assistant Public Works Director  
Jim Potdevin, Southcoast Field Office Planner  
Lacey Simpson, Ketchikan Assistant City Manager  
Verne Skagerberg, Southcoast Field Office Planning Chief



**PUBLIC WORKS DEPARTMENT**  
**Administrative Offices / Engineering**  
2930 Tongass Avenue, Ketchikan, AK 99901  
PH (907) 228-4727 / FX (907) 225-8721

February 21, 2020

*SENT VIA EMAIL*

Alaska Department of Transportation and Public Facilities  
Division of Program Development  
ATTN: STIP  
PO Box 112500  
Juneau, AK 99811-2500

To Whom It May Concern:

**Re: Draft 2020-2023 Alaska Statewide Transportation Improvement Plan (STIP)**

With this letter I am writing to express the City of Ketchikan's support for the draft 2020-2023 Alaska Statewide Transportation Improvement Plan. The infrastructure construction funded in this plan is critical to travel and transportation which in turn is vital to the economy of Ketchikan.

The City of Ketchikan appreciates the work that went into preparing this document, as well as the Alaska Department of Transportation and Public Facilities continued commitment to seek funding for transportation projects in the City of Ketchikan.

Sincerely,

Mark Hilson, P.E.  
Public Works Director

cc: Karl Amylon, City Manager  
Lacey Simpson, Assistant City Manager  
Kara Jurczak, P.E., Assistant Public Works Director

**From:** [Brantner, Maren H \(DOT\)](#)  
**To:** [Debra Thompson](#)  
**Cc:** [Stedman, Bert K \(LEG\)](#); [Kreiss-Tomkins, Jonathan S \(LEG\)](#); [dot.stip](#)  
**Subject:** RE: Proposed 2020-2023 STIP  
**Date:** Wednesday, April 15, 2020 2:20:50 PM  
**Attachments:** [City of Petersburg - Mayor Jensen.pdf](#)

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Ms. Thompson,

Please see the attached response to the Petersburg Borough Assembly comments on the draft STIP.

Regards,

**Maren Brantner**

*STIP Manager, DOT&PF*

(907) 465-2744

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**From:** Debra Thompson <[dthompson@petersburgak.gov](mailto:dthompson@petersburgak.gov)>  
**Sent:** Friday, March 20, 2020 5:20 PM  
**To:** [dot.stip](mailto:dot.stip@alaska.gov) <[dot.stip@alaska.gov](mailto:dot.stip@alaska.gov)>  
**Subject:** Proposed 2020-2023 STIP

Please find attached comments from the Petersburg Borough Assembly regarding the proposed 2020-2023 STIP.

Thank you,  
Debbie

Debra K. Thompson, CMC  
Borough Clerk/Human Resources Manager

Petersburg Borough  
907-772-5405





THE STATE  
of **ALASKA**  
GOVERNOR MIKE DUNLEAVY

Department of Transportation and  
Public Facilities

DIVISION of PROGRAM DEVELOPMENT and STATEWIDE PLANNING  
Director's Office

3132 Channel, Suite 200  
P.O. Box 112500  
Juneau, Alaska 99811-2500  
Main: (907) 465-4070  
dot.alaska.gov

April 8, 2020

Mayor Mark Jensen  
Petersburg Borough  
PO Box 329  
Petersburg, AK 99833

Dear Mayor Jensen,

Thank you for your interest in the Statewide Transportation Improvement Program (STIP), Alaska's federally required four-year program for transportation system preservation and improvement. Alaska's surface transportation program is primarily driven by federal funds and therefore project funding meet project development schedules and federal requirements. This process ensures that Alaska will receive the maximum amount of federal funding available to maintain and improve its surface transportation program.

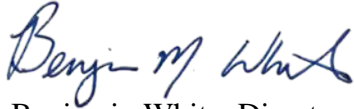
When the State of Alaska develops a new four-year STIP or amends the approved STIP, it seeks public input to provide the public an opportunity to review and comment on the proposed changes. This public involvement process provides a fair and accountable system to ensure that projects are funded as necessary and in accordance with federal requirements.

In regards to your concerns about ferry maintenance and repairs, \$17 million of Ferry Boat Funds are programmed annually in the STIP for the purpose of annual ferry refurbishment, regulatory driven, dry-docking, and vessel refurbishment priorities as established in annual the Alaska Marine Highway System (AMHS) Fleet Condition Survey Report. The funds are designated for eligible ferry programs and have the ability to roll over year-to-year, as needed, with some limitations.

The projects you have identified as Petersburg's priorities, Airport Bypass Road Construction and Petersburg Street Paving, are both suitable projects for the Community Transportation Program (CTP). We have recently completed the CTP Project Evaluation process for this year and will soon be announcing the project that will be awarded. We anticipate another call for CTP project nominations in 2022 and encourage you to work with your regional planner to prepare applications for these projects. Successful nominations require substantial preparation, obtaining local financial commitment, and working with regional planning staff to ensure adequate scope and cost estimates. Please consider contacting your regional planners early if you desire to pursue this program.

For more information about the STIP and to view future STIP amendments, please visit [www.dot.alaska.gov/stip](http://www.dot.alaska.gov/stip).

Sincerely,

A handwritten signature in blue ink that reads "Benjamin White". The signature is written in a cursive style with a large initial 'B'.

Benjamin White, Director  
Division of Program Development and Statewide Planning

Cc: Senator Bert Stedman, Alaska State Legislature  
Representative Jonathan Kreiss-Tomkins, Alaska State Legislature  
Maren Brantner, STIP Manager, DOT&PF  
Marie Heidemann, Statewide Planning Chief, DOT&PF  
Deborah Thompson, Petersburg Borough Clerk





March 16, 2020

Department of Transportation and Public Facilities  
2020-2023 STIP Comments  
Division of Program Development  
PO Box 112500  
Juneau, AK 99811-2500  
[Dot.stip@alaska.gov](mailto:Dot.stip@alaska.gov)

The Petersburg Borough Assembly is requesting our specific comments on the proposed 2020-2023 Statewide Transportation Improvement Program (STIP) be entered into the record and given due consideration.

A review of the 2018-2021 STIP and the proposed 2020-2023 STIP shows the Petersburg Borough continues to have no approved projects considered in the program, despite being one of the nation's top commercial fishing ports and the home of many successful companies.

Ground transportation is a very important component to the marine entities located in Petersburg. The ability to efficiently move equipment, employees, and goods and services throughout the community is critical to the success of our local economy. Many of the of the proposed Petersburg projects will have immediate benefits to our economy, and they will provide for increased opportunity in the community.

For your consideration, we have listed our top three projects we would like to see included in the 2020-2023 STIP below:

**\$40,000,000 Annual Appropriation to the Alaska Marine Highway System for Ferry Repairs**

Description: Appropriate \$40,000,000 annually to the AMHS for ferry repairs. If less is needed for ferry repairs in any given year, DOT can amend the STIP to move the unused funds back to roads.

2955 Airport Bypass Road Construction

Description: Construct a new route across Mitkof Island just to the south of the airport that bypasses downtown and the busy intersection of Nordic and Haugen drives.

Includes improvements to Hungerford Hill Road, widening of the access road along the new water line and extension of this route to a new junction with Sandy Beach Road on an alignment that provides adequate separation from aircraft activity.

25781 PSG Petersburg Street Paving

Description: The project will repave or upgrade chip seal to asphalt cement pavement and replace sidewalks on the Petersburg priority streets including Excel Street, Fram Street, Gjoa Street, Harbor Way and Second Street.

Please let us know if you require additional information to move these projects forward and onto the 2020-2023 STIP. Thank you for the opportunity to comment.

Sincerely,



Mark Jensen  
Mayor

Cc: Senator Stedman  
Representative Kreiss-Tomkins

## Brantner, Maren H (DOT)

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**From:** Brantner, Maren H (DOT)  
**Sent:** Wednesday, March 25, 2020 1:49 PM  
**To:** MP L  
**Cc:** dot.stip; Post, David E (DOT); 'Todd Vanhove (todd.vanhove@alaska.gov)'  
**Subject:** RE: Comment on Draft STIP

Hi Merridy,

Thank you for taking the opportunity to provide your comments on the Statewide Transportation Improvement Program (STIP), Alaska's federally required four-year program for transportation system preservation and improvement. Alaska's surface transportation program is primarily driven by federal funds and therefore project funding must be amended periodically to meet project development schedules and federal requirements. This process ensures that Alaska will receive the maximum amount of federal funding available to maintain and improve its surface transportation program.

We discussed your concerns about snow removal with the Central Region Maintenance Section, and with budget cuts, there are fewer resources to devote specifically to sidewalk clearing. When faced with a major snowfall, we are required to clear the major roadways first, and, as soon as practical, the same road maintenance staff begins sidewalk clearing. Northern Lights Boulevard is one of the first cleared. It is a difficult task, with limited space available to push or blow snow within the road corridor. In years of high snow fall, such as this year, we often need to return later and plow or blow the snow into long berms of snow alongside the road, and then blow it into trucks which haul it away. It is a complex and time consumptive process that is a result of the limited right-of-way space in this urban environment.

Thank you for your comment! We always appreciate ways to improve safety and our snow clearing methods, especially around high traffic volume roads and schools.

Sincerely,

### **Maren Brantner**

*STIP Manager*

DOT&PF, Division of Program Development  
3132 Channel Drive | P.O. Box 112500 | Juneau, AK 99811

T (907) 465-2744 | F (907) 465-6984

*"Keep Alaska Moving through service and infrastructure."*



**From:** MP L <impage.1919@gmail.com>  
**Sent:** Monday, March 2, 2020 8:35 PM  
**To:** dot.stip <dot.stip@alaska.gov>  
**Subject:** Comment on Draft STIP

I am a 12 year old who goes to Stellar Secondary School. As I was walking to the PeopleMover bus stop this afternoon, many of the sidewalks (including the one next to Northern Lights) that I usually walk on were covered in snow from plows depositing it there. Because of this, I was forced walk in the streets. Cars swerve around me, and I was put in danger. I reached my bus stop and took the bus to the Providence and Elmore stop. When I got off the bus, I found the same problem, but on a larger scale. Snow was piled up 6 feet on the sidewalks, and there was no possibility at all of being able to walk out of the street.

I am hoping that the sidewalks and pathways for pedestrians will be clear in the future for all to use.

Sincerely,  
Merridy Littell



THE STATE  
of **ALASKA**  
GOVERNOR MIKE DUNLEAVY

Department of Transportation and  
Public Facilities

DIVISION of PROGRAM DEVELOPMENT and STATEWIDE PLANNING  
Headquarters

3132 Channel, Suite 200  
P.O. Box 112500  
Juneau, Alaska 99811-2500  
Main: (907) 465-4070  
[dot.alaska.gov](http://dot.alaska.gov)

April 6, 2020

Mayor Andrew Cremata  
Municipality of Skagway  
700 Spring Street  
PO Box 415  
Skagway, AK 99840

Dear Mayor Cremata,

Thank you for your interest in the Statewide Transportation Improvement Program (STIP), Alaska's federally required four-year program for transportation system preservation and improvement. Alaska's surface transportation program is primarily driven by federal funds and therefore project funding meet project development schedules and federal requirements. This process ensures that Alaska will receive the maximum amount of federal funding available to maintain and improve its surface transportation program.

In regards to Resolution No. 20-05R concerning the Klondike Highway, we continue to work toward a feasible and constructible series of projects to preserve the Klondike Highway. Safety is always a high priority. As we design the projects for the various segments in the corridor, we will address safety concerns as we are able to. Given the limited funding available and the importance of the Klondike, we must first address the basic condition of the roadway and ensure it remains functional for the highway traffic it is designed to serve.

The department looks forward to continued work with the Municipality of Skagway to meet their transportation needs.

For more information about the STIP and to view future STIP amendments, please visit [www.dot.alaska.gov/stip](http://www.dot.alaska.gov/stip).

Sincerely,

A handwritten signature in black ink, appearing to read "Maren Brantner".

Maren Brantner  
STIP Manager, DOT&PF  
Division of Program Development and Statewide Planning



Proposed by:	Manager Ryan
Attorney Review:	02/28/2020
Vote: 6 Aye	0 Nay 0 Absent

**MUNICIPALITY OF SKAGWAY, ALASKA**  
**RESOLUTION NO. 20-05R**

**A RESOLUTION OF THE MUNICIPALITY OF SKAGWAY SUPPORTING THE KLONDIKE HIGHWAY REHABILITATION PROJECT AND OPTIONS FOR INCREASED SAFETY IN THE KLONDIKE HIGHWAY CORRIDOR.**

**WHEREAS**, the 2020-2023 draft Statewide Transportation Improvement Program (STIP) includes Project No. 31310 Skagway – Klondike Highway Rehabilitation: Skagway River to Canadian Border; and

**WHEREAS**, the Municipality of Skagway supports inclusion of the Klondike Highway Rehabilitation project (31310) in the 2020-2023 draft STIP; and

**WHEREAS**, the Klondike Highway is utilized by Skagway residents and businesses, particularly in the summer, and the increased seasonal traffic on the highway intermingling with pedestrian and bicycle traffic poses a public safety risk; and

**WHEREAS**, the Municipality of Skagway supports projects that increase safety on the Klondike Highway by separating pedestrian and bicycle traffic from vehicular traffic;

**NOW THEREFORE, BE IT RESOLVED** by the Borough Assembly of the Municipality of Skagway that the Municipality of Skagway supports the Klondike Highway Rehabilitation Project (31310) and urges the State of Alaska to incorporate options into the project for increased safety in the Klondike Highway corridor.

**PASSED AND APPROVED** by a duly constituted quorum of the Borough Assembly of the Municipality of Skagway this 5<sup>th</sup> day of March, 2020.

  
Andrew Cremata, Mayor

ATTEST:

  
Emily A. Deach  
Borough Clerk

(SEAL)



## Brantner, Maren H (DOT)

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**From:** Brantner, Maren H (DOT)  
**Sent:** Monday, April 6, 2020 3:56 PM  
**To:** Peter Flint  
**Cc:** Adamczak, Daniel S (DOT); Kate Dueber; Rachel Maddy; dot.stip; Eason, Jennifer C (DOT); Carpenter, Margaret (DOT); Chapman, Judy (DOT)  
**Subject:** RE: 2020-2023 Draft STIP Comments

Dear Mr. Flint,

Thank you for taking the opportunity to provide comments to the Statewide Transportation Improvement Program (STIP), Alaska's federally required four-year program for transportation system preservation and improvement. Alaska's surface transportation program is primarily driven by federal funds and therefore project funding must be amended periodically to meet project development schedules and federal requirements. This process ensures that Alaska will receive the maximum amount of federal funding available to maintain and improve its surface transportation program.

We understand your concerns regarding the Parks Hwy MP 169 "Hurricane" crossing, and because the Department pays for its maintenance, the integrity of the crossing is of mutual concern. We believe we can act swiftly if needed to address funding that may be needed for this section should conditions change before scheduled construction in 2023. Our maintenance staff based in Cantwell will continue to monitor this crossing and surrounding pavement conditions, but please alert Northern Region Utilities Engineer Garrett Carter at (907) 451-5408 if ARRC observes anything of concern. We appreciate you providing the estimate for reconstruction of the crossing so we can accurately program future needs for utility relocation.

As information, the Department is working to nominate under its Highway Safety Improvement Program a project to design a truck and bus auxiliary lane at this crossing location, to be built along with the project described above in 2023. I am confident you can agree this is an effective interim safety improvement until we can identify funding for grade separation. As you're aware, the Department has put a fair amount of work into bridge layout options to create an overpass at this crossing, and we will pursue re-starting that project when we see a funding opportunity in the years ahead.

We appreciate your understanding of our fiscally constrained times, as well as your continued partnership. Thank you for taking the time to comment on the draft 2020-2023 STIP. The Department sincerely values your support. For more information about the STIP and to view future STIP amendments, please visit [www.dot.alaska.gov/stip](http://www.dot.alaska.gov/stip).

Sincerely,

**Maren Brantner**

*STIP Manager, DOT&PF*  
(907) 465-2744

---

**From:** Peter Flint <FlintP@akrr.com>  
**Sent:** Friday, March 20, 2020 2:54 PM  
**To:** dot.stip <dot.stip@alaska.gov>  
**Cc:** Adamczak, Daniel S (DOT) <daniel.adamczak@alaska.gov>; Kate Dueber <DueberK@akrr.com>; Rachel Maddy <MaddyR@akrr.com>  
**Subject:** 2020-2023 Draft STIP Comments

Good Afternoon,

The Alaska Railroad has the following comments on the 2020-2023 Draft STIP

RE: STIP Need ID 22331, Parks Hwy Mile Point 127-148 (Milepost 163-183) Rehabilitation

ARRC requests consideration of dedicated funding directed at the gap of pavement (previously reserved for the grade separation project) from MP 168.5-169.5. The at-grade crossing surface and signals along this portion of the highway have reached their useful life and have started to incur additional maintenance costs for the Department. Advancing the FFY23 funds set aside for this portion of the highway would allow for reconstruction of this at-grade crossing, reducing the maintenance costs DOT&PF can expect to see, and extending the useful life of the crossing until such time as the grade separation project may be re-visited. ARRC estimates \$675,000 would be required for the reconstruction of the crossing surface and signal system, and DOT staff has provided an estimate of \$3m for the highway paving portion of this work, which could be reduced from the FFY23 total allocation of \$25M.

Thank you for the opportunity to comment,

**Peter Flint**

*Project Manager, Public Projects*

907-265-2409 office | 907-687-3318 mobile  
mailing: PO Box 107500, Anchorage, AK 99510-7500  
physical: 327 W Ship Creek Ave, Anchorage, AK 99501  
web: [www.AlaskaRailroad.com](http://www.AlaskaRailroad.com)





THE STATE  
of **ALASKA**  
GOVERNOR MIKE DUNLEAVY

## Department of Transportation and Public Facilities

DIVISION of PROGRAM DEVELOPMENT and STATEWIDE PLANNING  
Headquarters

3132 Channel, Suite 200  
P.O. Box 112500  
Juneau, Alaska 99811-2500  
Main: (907) 465-4070  
[dot.alaska.gov](http://dot.alaska.gov)

April 17, 2020

Robert Venables  
Executive Director, Southeast Conference  
612 W. Willoughby Ave., Suite B  
P.O. Box 21989, Juneau, AK 99802

Dear Mr. Venables,

Thank you for your interest in the Statewide Transportation Improvement Program (STIP), Alaska's federally required four-year program for transportation system preservation and improvement. Alaska's surface transportation program is primarily driven by federal funds and therefore project funding meet project development schedules and federal requirements. This process ensures that Alaska will receive the maximum amount of federal funding available to maintain and improve its surface transportation program.

When the State of Alaska develops a new four-year STIP or amends the approved STIP, it seeks public input to provide the public an opportunity to review and comment on the proposed changes. This public involvement process provides a fair and accountable system to ensure that projects are funded as necessary and in accordance with federal requirements.

We appreciate your interest in the Southeast Alaska Transportation Plan, however, it is not a lack of funding that prohibits updating the plan; the primary challenge is uncertainty about the Alaska Marine Highway System (AMHS). The ferry system plays an essential role in the Southeast Alaska transportation system, and its operation makes up a large part of the Southeast Alaska Transportation Plans (SATP) content. The comment regarding the need for the plan's update is made in the larger context of the current deliberations about the AMHS future; updating the SATP would require a substantial public debate regarding that future simultaneously with the work of the Governor's Working Group and continuing efforts of the Southeast Conference itself. That concatenation of efforts would likely be counterproductive. We believe that the SATP update will be better deferred until questions concerning the future governance and funding of the AMHS have been settled, thereby enabling the plan to answer questions of how AMHS will continue to function and identify any ensuing discontinuity in the transportation system that must be addressed.

For more information about the STIP and to view future STIP amendments, please visit [www.dot.alaska.gov/stip](http://www.dot.alaska.gov/stip).

Sincerely,

A handwritten signature in black ink, appearing to read "Maren Brantner". The signature is fluid and cursive, with a large loop at the end.

Maren Brantner  
STIP Manager  
Program Development & Statewide Planning

Cc: Maren Brantner, STIP Manager  
Marie Heidemann, Statewide Planning Chief  
Narciso Flores, Marine Transportation Services Manager



612 W. Willoughby Ave., Suite B  
P.O. Box 21989, Juneau, AK 99802  
Phone (907) 586-4360  
[www.seconference.org](http://www.seconference.org)  
Email [info@seconference.org](mailto:info@seconference.org)

SOUTHEAST ALASKA REGIONAL DEVELOPMENT ORGANIZATION

March 18, 2020

Southeast Conference appreciates the opportunity to comment on the draft 2020-2023 Alaska Statewide Transportation Improvement Program (STIP). As the State of Alaska's Regional Development Organization for southeast, we are concerned with the many transportation needs in the region.

We are particularly grateful that the Governor has appointed the AMHS Reshaping Work Group. However, that is only one component of the region's transportation system and it is unclear how the entire intermodal transportation system will evolve. The absence of an updated Southeast Alaska Transportation Plan (SATP) is a critical failure that needs remedy (we do note that the last official update is 2004 which predates this Administration).

There appears to be funding in the draft STIP for both the Statewide Long-Range Transportation Policy Plan 2045 and the Prince William Sound Area Transportation Plan Update. Is there sufficient funding on hand already to update the SATP or should that be included in this next STIP? It also appears that while federal receipts are at similar - or higher levels, the funding support for AMHS is significantly below the multi-year average during a time of extreme need. The policy for this determination is unclear and should be revisited.

We are generally supportive of the projects contained in this STIP with a couple of exceptions. The lack of support for the IFA is glaring and Southeast Conference fully supports the traditional and ongoing support for that critical transportation link.

The draft STIP also contains funding for ferry terminals. It is unclear what commitment AMHS has for these ports and it would seem prudent to design these terminal upgrades (and all terminal upgrades in the future) to have the broadest use possible beyond the unique needs of AMHS. Port infrastructure is critical and must be designed to be multi-use to the maximum extent possible.

Thank you for the continued efforts to maintain and improve all surface transportation needs, including interstate, state and local highways, bridges, ferries, and public transportation. Southeast Conference and its members stand by to participate in the planning process to ensure the region's transportation system is robust and dependable. Feel free to contact me at any time to answer any questions.

On behalf of the Board of Directors,

Robert Venables  
Executive Director





THE STATE  
of **ALASKA**  
GOVERNOR MICHAEL J. DUNLEAVY

## Department of Transportation and Public Facilities

DIVISION of PROGRAM DEVELOPMENT and STATEWIDE PLANNING  
Headquarters

3132 Channel, Suite 200  
P.O. Box 112500  
Juneau, Alaska 99811-2500  
Main: (907) 465-4070  
Fax number: (907) 465-6984  
dot.alaska.gov

April 15, 2020

Ronald D. Curtis  
General Manager  
Inter-Island Ferry Authority  
P.O. Box 495  
Craig, Alaska 99921

Dear Mr. Curtis,

Thank you for taking the opportunity to provide comments to the Statewide Transportation Improvement Program (STIP), Alaska's federally required four-year program for transportation system preservation and improvement. Alaska's surface transportation program is primarily driven by federal funds and therefore project funding must be amended periodically to meet project development schedules and federal requirements. This process ensures that Alaska will receive the maximum amount of federal funding available to maintain and improve its surface transportation program.

Regarding your letter requesting funding for the Inter-Island Ferry Authority's (IFA) vessel refurbishment in the 2020-2023 STIP, we understand the great value of IFA's service to the communities of Prince of Wales Island and desire to help as we have in the past. To that end, we are investigating potential alternatives to meet your needs; our choices are limited based on the financial constraints of the overall STIP and the amount of funding available in the programs for which the necessary work is eligible. We will continue to work with you over the coming months to determine the best way forward for the addition of a project via Amendment 1 to the 2020-2023 STIP.

If you have additional questions you may contact Narciso Flores, the Marine Transportation Services Manager, at (907)228-7285 or [cisco.flores@alaska.gov](mailto:cisco.flores@alaska.gov).

Thank you for taking the time to comment on the Draft 2020-2023 STIP. The Department sincerely values your support. For more information about the STIP and to view future STIP amendments, please visit [www.dot.alaska.gov/stip](http://www.dot.alaska.gov/stip).

Sincerely,

A handwritten signature in blue ink that reads "Benjamin White".

Benjamin White, Director  
Division of Program Development and Statewide Planning

Cc: Maren Brantner, STIP Manager  
Marie Heidemann, Statewide Planning Chief  
Narciso Flores, Marine Transportation Services Manager



RECEIVED

FEB 19 2020

DOT&PF  
Office of the Commissioner

February 17, 2020

Commissioner John MacKinnon  
PO Box 112500  
3132 Channel Drive  
Juneau, AK 99811-2500

Dear Commissioner,

I am writing to bring an urgent request for the addition of funds in the 2020 - 2023 STIP. The Inter-Island Ferry Authority (IFA) provides critical and the only ferry service to Ketchikan, Alaska for passengers, vehicles, goods, health care, and services for the 13 communities on Prince of Wales Island. (See the Attached Transportation Resolution) We employ 30 people, with full time, good family wage paying jobs. The attached report we commissioned (IFA by the Numbers) shows; The IFA directly supports 508 jobs in the region, our ferry service supported \$46.4M in economic activity last year, we generate \$70 in economic impact for every \$1 the state invests and the IFA is the 2<sup>nd</sup> most profitable ferry company in the United States, self-funding at a rate of 79%.

We have two ferries in need of overhauls and upgrades. We have been diligently working with the FHWA and several individuals in Transportation Secretary Chao's office for over two years trying to secure "Buy America" waivers. These waivers are needed to overhaul and upgrade the reduction gear boxes and pitch control units if we use STIP (FHWA) funds. This maintenance is required for Coast Guard compliance. We would ask to have funds put aside in the STIP so that when waivers are secured we can get this work done. We also have other maintenance needs in the 2020 - 2023 STIP years that do not require waivers.

Without these funds, the ships and terminals will be forced to cease operations, potentially triggering the MOU signed by Commissioner Perkins outlining that the State would assume the route (attached). In order to negate this possibility we are currently doing what upgrades we can to one ship, using operating cash and State appropriations. Without funding we will need to lay-up the other ship. The attached document (IFA Capital Maintenance Needs) shows the itemized needs of the IFA by vessel. We humbly request the inclusion of funds in the 2020 – 2023 STIP either from the Ferry Boat Formula or Surface Transportation Program funds. We would request the following;

2020 - \$540K  
2021 - \$1,610K  
2022 - \$645K  
2023 - \$2,165K

**INTER-ISLAND FERRY AUTHORITY**

An Alaskan Port Authority  
P.O. Box 495 • Craig, Alaska 99921  
Telephone: 866.308.4848

Thank you for your consideration of our request.  
Respectfully,



Ronald D. Curtis  
General Manager  
Inter-Island Ferry Authority

Attachments:

POWCAC Resolution 20-01  
Alaska's Inter-Island Ferry by the Numbers 2020,  
IFA Capital Maintenance Needs  
IFA-Alaska DOT MOU dated 4-28-98

CC:

Hon. Bert Stedman,  
Hon. Jonathan Kreiss-Tomkins,  
Hon. Daniel Ortiz  
Ben Stevens  
Rob Carpenter



**PRINCE OF WALES COMMUNITY ADVISORY COUNCIL  
RESOLUTION No. 20-01**

**A JOINT RESOLUTION BY AND BETWEEN THE COMMUNITIES OF THE PRINCE  
OF WALES COMMUNITY ADVISORY COUNCIL (POWCAC) SETTING  
TRANSPORTATION PRIORITIES FOR PRINCE OF WALES ISLAND FOR 2020**

WHEREAS, the Prince of Wales Community Advisory Council acts in an advisory capacity for participating communities on Prince of Wales Island; and,

WHEREAS, the representatives from the Alaska Department of Transportation and Public Facilities have discussed proposed road projects for Prince of Wales Island and have suggested that communities on the island develop a consensus of road projects priorities for inclusion in the State of Alaska's STIP, Public Forest Service Roads Program, and the Bureau of Indian Affairs Roads Program; and,

WHEREAS, the Prince of Wales Community Advisory Council has discussed road needs on Prince of Wales Island and recommends that the following projects and priorities be adopted by the Island communities and submitted to the Alaska Department of Transportation and Public Facilities for inclusion in the State's planning and prioritization process; and,

NOW, THEREFORE, BE IT RESOLVED that the communities of the Prince of Wales Community Advisory Council hereby adopt the following regional transportation projects and priorities for roads on Prince of Wales Island:

**FOREMOST TRANSPORTATION PRIORITY**

<u>Priority</u>	<u>Project Name</u>	<u>Project Description</u>
1.	Operational Support to IFA	Continue annual appropriation through the following means: 1) in the State of Alaska General Fund operating budget, and 2) inclusion of IFA support in the State Transportation Improvement Plan

**SURFACE TRANSPORTATION PRIORITIES**

<u>Priority</u>	<u>Project Name</u>	<u>Project Description</u>
1.	Kasaan Road	Phase I-Goose Creek to Tolstoi Bay; Phase II-Tolstoi Bay to Kasaan: Upgrade to a two-lane road at 35 mph design speed. Surface with D1 and asphalt. The road is critical to Kasaan and carries school bus traffic, daily commuting from S. Thorne Bay to the balance of Prince of Wales Island, and industrial truck traffic, making upgrade of the right of way priority.
2.	Resurfacing Hydaburg Road	Redesign, straighten, and resurface the Hydaburg road to provide safe driving conditions.
3.	Whale Pass Road	Upgrade and pave the Neck Lake road from the existing pavement into Whale Pass to the harbor.

- |    |                             |   |
|----|-----------------------------|---|
| 4. | Port Saint Nicholas Road    | Upgrade and improve the remainder of the Port Saint Nicholas Road system located outside of Craig.  |
| 5. | Sandy Beach Road            | Upgrade and reconstruct between Thorne Bay and Coffman Cove. Evaluate merits of construction of the low elevation Eagle Creek road segment. |
| 6. | Ratz Harbor-Eagle Creek Rd. | Construct a low elevation road between Ratz Harbor and Eagle Creek.   |
| 7. | Twin Island Road            | Upgrade and pave the Twin Island road to create a suitable road base for El Capitan cave and north island traffic.                          |
| 8. | Naukati Bay Road            | Upgrade and pave Naukati Bay access road between the terminus of the existing pavement and the Naukati Seaplane float.                      |

### **AIR TRANSPORTATION PRIORITIES**

- | <u>Priority</u> | <u>Project Name</u>                          | <u>Project Description</u>   |
|-----------------|--|--|
| 1.              | Frank Peratrovich Airport                    | Construct/install improvements detailed in the airport master plan.                        |
| 2.              | Frank Peratrovich Airport Winter Maintenance | Attain designation change from being listed as an unattended to attended airport facility. |
| 3.              | Public Parking                               | Provide public parking at Peratrovich Airport.   |

### **ROADS TO RESOURCES**

- | <u>Priority</u> | <u>Project Name</u>              | <u>Project Description</u>  |
|-----------------|----------------------------------|---|
| 1.              | POW Minerals and Hydropower Road | Construct road access to POW mine and hydro-electric project sites, including Reynolds Creek, Niblack Mine, and Bokan Mountain sites. |

### **ALTERNATIVE TRANSPORTATION PRIORITIES**

- | <u>Priority</u> | <u>Project Name</u>                                  | <u>Project Description</u>   |
|-----------------|--|--|
| 1.              | Community Transit System                             | Establish an Island-wide bus system to connect communities and transportation hubs.  |
| 2.              | Roads and Trails vegetation control                  | Mechanical not chemical means for controlling noxious and/or invasive plants.  |
| 3.              | Pull outs along main roads on Prince of Wales Island | Add additional pull outs along the main roads and plow them in the winter for sightseeing, woodcutting, hunting, hiking, parking, emergency breakdowns, cell phone conversations and access to winter recreation |



- |    |   |  |
|----|---|--|
| 4. | Prince of Wales North End Ferry Service | General support of future efforts to establish a ferry from the North End to neighboring island communities. |
|----|---|--|

**NON-MOTORIZED FACILITY PRIORITIES**

- |    |                              |  |
|----|------------------------------|--|
| 1. | Craig-Klawock Path           | Construct a multi-use path for 4.7 miles along the highway between Craig and Klawock. Consider joint venture on project with State of Alaska as electrical transmission line owner, Alaska Power and Telephone, and communities. |
| 2. | Multiple Use Paths           | Construct multi-use paths along the mainline road system Prince of Wales Island.   |
| 3. | POW Discovery/Visitor Center | Planning, design, and construction of a POW Discovery/visitor's center.  |

BE IT FURTHER RESOLVED that a copy of this resolution be forwarded to the Bureau of Indian Affairs, US Forest Service and FHWA Western Federal Lands Division in Vancouver, Washington, Alaska Department of Transportation and Public Facilities, Governor Mike Dunleavy, Senator Bert Stedman, Rep. Dan Ortiz, Rep. Jonathan Kreiss-Tomkins, and other members of the Alaska Legislature that represent Southeast Alaska communities.

PASSED AND APPROVED this 28th day of January, 2020 by the Prince of Wales Community Advisory Council.

POWCAC Chair

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SEP-27-98

## MEMORANDUM OF UNDERSTANDING

BETWEEN THE INTER-ISLAND FERRY AUTHORITY (IFA), A MUNICIPAL CORPORATION, AND THE STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES (ADOT&PF)

WHEREAS, the development of an efficient and effective transportation network serving Prince of Wales Island communities, Ketchikan, Wrangell and Petersburg is vital to the present and future economic well-being of all the residents of those communities; and

WHEREAS, the development and operation of a locally-owned and managed ferry system and related transportation facilities and services to facilitate the movement of persons, goods and services to and from those communities has been identified as a high priority, and

WHEREAS, the overall need for and feasibility of such a ferry system is well documented in the following three studies:

- *Reconnaissance Design of Passenger / Vehicle Ferry Vessels and Terminals - Prince of Wales Island Ferry Project*, prepared by Kent Miller, Elliott Bay Design Group, Ltd., and Peratrovich, Nottingham & Drage, Inc., January, 1996.
- *Project Plan: Kasaan Bay and Whale Pass Ferries*, prepared by C. L. Cheshire, DePue & Associates, Kent Miller and James A. Van Altvorst, August, 1994.
- *An Alternative Ferry for Prince of Wales*, prepared by C. L. Cheshire, Kent Miller and James A. Van Altvorst, March, 1994; and

WHEREAS, a ferry operating authority represents an efficient and effective means to develop such a transportation system, and to thereby facilitate local and regional economic growth and development; and

WHEREAS, Article X, Section 13, of the Constitution of the State of Alaska authorizes municipalities to enter into agreements for cooperative or joint administration of functions or powers; and, under that authority, two or more municipalities may by agreement establish such a ferry operating authority; and

WHEREAS, the Alaska Municipal Port Authority Act (AS 29.35.600 - 29.35.730) more specifically allows one or more municipalities to establish such a ferry operating authority with express powers, including the power to issue revenue bonds, and to acquire, construct, and operate transportation facilities and services such as the proposed ferry system; and

WHEREAS, the Cities of Coffman Cove, Craig, Klawock, Petersburg, Thome Bay and Wrangell desired to establish and develop a more efficient ferry transportation system and to thereby generally promote the health, security, economy and general welfare of all of the people of the region; and

WHEREAS, in furtherance of that purpose, those Cities approved parallel ordinances to establish a port authority, known as the "Inter-Island Ferry Authority," with express powers, including the power to issue revenue bonds, to acquire, construct, and operate ferries and

MEMORANDUM OF UNDERSTANDING

ferry system-related facilities and services as a means to facilitate local and regional transportation related commerce; and

WHEREAS, the proposed IFA ferry services will support and complement, not compete with, the Intra- and inter-regional ferry services offered by the Alaska Marine Highway System (AMHS); and

WHEREAS, ADOT&PF and IFA should therefore take all reasonable steps to cooperate to meet the public's ferry transportation needs in the most efficient and cost-effective means;

NOW, THEREFORE, ADOT&PF and IFA agree as follows:

1. ADOT&PF and IFA agree that, with the start of IFA ferry service between Hollis and Ketchikan, IFA will assume the primary responsibility for providing publicly sponsored feeder ferry service between these two communities. ADOT&PF and IFA also agree that AMHS will concurrently cease direct AMHS feeder vessel service between Hollis and Ketchikan with the start-up of the IFA service.

Further, ADOT&PF agrees to cooperate with and to otherwise support the efforts of IFA to develop and operate future feeder ferry service between the northern end of Prince of Wales Island, Wrangell and Petersburg.

2. IFA's use of ADOT&PF's terminals at Ketchikan and Hollis will be subject to separate operating agreements covering the details of such use. Regarding these agreements, ADOT&PF and IFA agree that
  - a. Within two weeks following the effective date of this Memorandum of Understanding, ADOT&PF will provide to IFA, for its review and concurrence, an outline of the procedure for negotiating these agreements, including designated parties, and a schedule for completion.
  - b. Both parties will strive to negotiate and execute terminal use agreements within ninety (90) days after executing this proposed Memorandum of Understanding.
  - c. The term of terminal use agreements shall be not less than twenty-five (25) years, or the economic life of the FTA-funded ferry, whichever is greater.
  - d. ADOT&PF will base charges for IFA use of AMHS terminals on the cost to AMHS of IFA use. This basis reflects the fact that the IFA is a public corporation, created under AS29.35.600 - 29.35.730, to share certain regional ferry transportation responsibilities with the State of Alaska.
  - e. Because ADOT&PF and IFA both provide essential public transportation services that impose responsibilities to operate on reliable schedules, IFA and AMHS will agree from time to time on schedules for IFA and AMHS use of the Ketchikan berths.
3. In order to promote exchange of passengers, and to make connected travel by ferry convenient for the user, if physically possible, IFA will use AMHS terminal site in

MEMORANDUM OF UNDERSTANDING

Ketchikan for its Ketchikan terminal operations. Toward that end, ADOT&PF and IFA will explore options to build (or allow the construction of) a new end-loading IFA terminal adjacent to AMHS Ketchikan terminals. However, if IFA and ADOT&PF do not agree on a plan for joint use of the AMHS Ketchikan terminal site, IFA does not, by signing this Memorandum of Understanding, rule out the option of seeking and developing a different site for its Ketchikan terminal operations.

In addition, ADOT&PF and IFA will pursue the development of a cooperative ticketing agreement.

4. IFA agrees to consult with AMHS regarding the design and specifications of the vessel that IFA will use between Hollis and Ketchikan. IFA understands that the purpose of AMHS review is for AMHS to determine that, should AMHS be required to operate the vessel, AMHS will not need to make significant vessel modifications to facilitate its operation. With regard to this review, AMHS agrees that
  - a. Its review will be advisory, not regulatory.
  - b. It will conduct its review of IFA vessel design consistent with the established mission and budget for the IFA ferry. Toward that end, the AMHS accepts and agrees that IFA needs to complete design and construction of its ferry within its \$10 million construction budget. Further, AMHS accepts and agrees that IFA needs to be able to maintain its operating costs below \$2 million annually for at least 688 twice-daily trips per year. Finally, AMHS accepts and agrees that IFA cannot accept increases in cost beyond those limits unless ADOT/PF agrees to fund any excess related to design changes to meet AMHS needs.
  - c. It will fully inform IFA of the criteria and the conclusions of its review.
  - d. It will pay the full cost of its review from its own funds.

AMHS and IFA will agree to a procedure that provides for timely review and consultation with IFA, and that is consistent with IFA's project development schedule.

5. ADOT&PF agrees to program between \$2.0 and \$2.5 million in Federal Highway funds in the Statewide Transportation Improvement Program to enable IFA to reduce IFA debt-financing of the vessel, thereby minimizing the impact of debt service on passenger and vehicle fares.

ADOT&PF agrees to program Federal Highway funds consistent with IFA project development schedule and with FTA grant requirements.

IFA agrees to fund the local match for the Federal Transit Section 3 funds and for the Federal Highway funds, a total of between \$1.5 and \$2.0 million.

MEMORANDUM OF UNDERSTANDING

- 6. ADOT&PF agrees that, in the event IFA can for good cause no longer continue to operate its Hollis-Ketchikan service, and provided that IFA so requests, AMHS will reassume the responsibility for the publicly sponsored ferry service between Ketchikan and Prince of Wales Island.

Further, ADOT&PF and IFA agree that it may be necessary for AMHS to alter the fares, schedules and/or the vessel used for the Hollis-Ketchikan service.

Finally, ADOT&PF agrees that, if such a takeover is necessary, it will assume ownership of the ferry that IFA proposes to build using Federal and local funds, to continue operating that vessel to provide public ferry service during its remaining useful life, and to assume IFA's bonded debt and other obligations.

- 7. This Memorandum of Understanding and all terminal use agreements are subject to Federal Transit Administration review and approval.

By: Joseph L. Perkins  
Joseph L. Perkins, Commissioner

Harvey E. McDonald  
Harvey E. McDonald, Chair

For: State of Alaska Department of  
Transportation & Public Facilities

Inter-Island Ferry Authority

Date: 4/7/98

4/28/98



Ship	Item	Why	When	Waiver Required	Estimated Cost		Status
					Federal Project	Funded	
Stikine	Reduction Gearbox	Reduction Gears are over the OEM recommended 30,000 hours of use	February-20	Yes	\$ 327,000.00	\$ 240,000.00	Scheduled – Paid w/State and IFA Funds
	In-Frame Engine Overhaul	Engines are over the OEM recommended 30,000 hours of use	October-20	No	\$ 540,000.00	\$ 335,000.00	Need for Federal Funding
	Control Upgrades, Steering, Bow Thrusters, Fire detection, Emergency Lighting.	Obsolete systems, parts no longer available.	October-21	No	\$ 258,000.00	\$ 189,648.00	Need for Federal Funding
	Passanger Accomodation Upgrades	15 years old	October-22	No	\$ 642,997.00	\$ 451,839.00	Need for Federal Funding
	Shafting & Hub Upgrade	With upgrading the shafting and Propeller hubs will extend service life to 15 to 20 years	March-22	No	N/A	\$ 375,000.00	Parts have been Bought by IFA need to be installed
	Generator Replacement	Units and Controls obsolete	October-24	No	\$ 1,522,000.00		Need for Federal Funding
<b>Stikine Total</b>					<b>\$ 3,289,997.00</b>	<b>\$ 1,591,487.00</b>	
Prince of Wales	Reduction Gearbox	Reduction Gears are over the OEM recommended 30,000 hours of use	August-21	Yes	\$ 327,000.00	\$ 240,000.00	Lay-up until waivers can be obtained on Standby status
	Pitch Control Units	obsolete, no parts available. Need to switch to a closed hydrolic system.	August-21	Yes	\$ 757,000.00	\$ 560,000.00	Lay-up until waivers can be obtained on Standby status
	Control Upgrades, Steering, Bow Thrusters, Fire detection, Emergency Lighting.	Obsolete systems, parts no longer available.	August-21	No	\$ 268,000.00	\$ 189,648.00	Need for Federal Funding
	Passanger Accomodation Upgrades	18 years old	August-23	No	\$ 642,997.00	\$ 451,839.00	Need for Federal Funding
	Generator Replacement	Units and Controls obsolete	August-23	No	\$ 1,522,000.00		Need for Federal Funding
<b>POW Total</b>					<b>\$ 3,516,997.00</b>	<b>\$ 1,441,487.00</b>	
<b>IFA Total</b>					<b>\$ 6,806,994.00</b>	<b>\$ 3,032,974.00</b>	

<b>Total Funds</b>	2020	\$ 540,000.00
	2021	\$ 1,610,000.00
	2022	\$ 645,019.00
	2023	\$ 2,164,997.00
	2024	\$ 1,522,000.00

## Brantner, Maren H (DOT)

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**From:** Brantner, Maren H (DOT)  
**Sent:** Friday, March 20, 2020 12:08 PM  
**To:** Rowena Kehr  
**Cc:** dot.stip; 'Todd Vanhove (todd.vanhove@alaska.gov)'; Post, David E (DOT)  
**Subject:** RE: Draft STIP Comments

Hi Rowena,

Thank you for taking the opportunity to provide comments to the Statewide Transportation Improvement Program (STIP), Alaska's federally required four-year program for transportation system preservation and improvement. Alaska's surface transportation program is primarily driven by federal funds and therefore project funding must be amended periodically to meet project development schedules and federal requirements. This process ensures that Alaska will receive the maximum amount of federal funding available to maintain and improve its surface transportation program.

As you have noted, each region has a Pavement and Bridge Preservation program, and they each have received a reduction to National Highway Performance Program (NHPP) funds. The reductions were the result of a need to balance the use of NHPP funds among the entire program, including all individual project and programmatic Need IDs funded with NHPP. These programs had a 10% cut to NHPP funds. Because the regions' preservation programs have differing shares of NHPP funding, the cuts were disproportionate when viewed strictly among those three projects. However, when viewed across the entire NHPP funded program the cuts become more evenly distributed. Pavement and Bridge Preservation programs, as well as other statewide and regional programs, will continue to be analyzed with respect to appropriate funding levels based on asset management goals, daily traffic, lane miles, and other factors. As well, your comment and input from others will be considered and program levels may change in future STIP updates.

Thank you for taking the time to comment on the draft 2020-2023 STIP. The Department sincerely values your support. For more information about the STIP and to view future STIP amendments, please visit [www.dot.alaska.gov/stip](http://www.dot.alaska.gov/stip).

Regards,

### **Maren Brantner**

*STIP Manager, DOT&PF*  
(907) 465-2744

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**From:** Rowena Kehr <rowkehr@yahoo.com>  
**Sent:** Wednesday, February 26, 2020 10:13 PM  
**To:** dot.stip <dot.stip@alaska.gov>  
**Subject:** Draft STIP Comments

In reviewing the draft 2020-2023 STIP and comparing it to the previous 2018-2021 STIP it appears that project 18924 Pavement and Bridge Preservation project listed as a central region project has taken an uneven reduction as compared to other Pavement and Bridge Preservation projects. Where 18923 in northern region began at the same level as 18924 in the previous STIP, both at \$60,000,000.00, now maintains an additional \$1,000,000.00 in funds. I am inquiring about how is this fair? Based on the fact that much larger populations exist in the Anchorage, Eagle River, Matanuska Susitna area and the roads have significantly more traffic than roads elsewhere in the state it only makes sense that road surfaces deteriorate more rapidly. If 18924 is the only project available to fund pavement preservation projects then it only makes sense that 18924 should not take a cut and should remain at 60,000,000.00. If reductions in the Pavement and Bridge Preservation projects are to happen in all areas of the state it should be equitable among all three projects and not

disproportionately take more from one of the three projects. I calculated the overall percentage and cut represented in the three preservation projects and listed them below where you can see the disproportional cut to 18924.

Project	18-21 STIP	20-23 STIP	% Cut	Value cut
18924	60,000,000.00	56,000,000.00	6.67	4,000,000.00
18923	60,000,000.00	57,000,000.00	5.00	3,000,000.00
18922	15,000,000.00	14,500,000.00	3.34	500,000.00

Rowena Kehr [rowkehr@yahoo.mail](mailto:rowkehr@yahoo.mail)



## **Brantner, Maren H (DOT)**

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**From:** Brantner, Maren H (DOT)  
**Sent:** Friday, March 20, 2020 12:40 PM  
**To:** Ruth McHenry  
**Cc:** dot.stip; Chapman, Judy (DOT); Eason, Jennifer C (DOT); Carpenter, Margaret (DOT)  
**Subject:** RE: 2018-2021 STIP comment

Ms. McHenry,

Thank you for taking the opportunity to provide comments to the Statewide Transportation Improvement Program (STIP), Alaska's federally required four-year program for transportation system preservation and improvement. Alaska's surface transportation program is primarily driven by federal funds and therefore project funding must be amended periodically to meet project development schedules and federal requirements. This process ensures that Alaska will receive the maximum amount of federal funding available to maintain and improve its surface transportation program.

We appreciate your support of the Tazlina Bike and Pedestrian Pathway project, which has been funded to date through FHWA Western Federal Lands Federal Lands Access Program (FLAP). Currently there is no construction funding identified for this project, although significant coordination activities have occurred to ensure the facility can be placed and maintained in the DOT&PF right-of-way. We appreciate your comments on the pedestrian issues along this stretch of road and should soon be in a position to move this project forward, pending identification of construction funding.

Thank you for taking the time to comment on the draft 2020-2023 STIP. The Department sincerely values your support. For more information about the STIP and to view future STIP amendments, please visit [www.dot.alaska.gov/stip](http://www.dot.alaska.gov/stip).

Maren Brantner  
STIP Manager, DOT&PF  
(907) 465-2744

-----Original Message-----

From: Ruth McHenry <[cca@coppervalleyak.net](mailto:cca@coppervalleyak.net)>  
Sent: Wednesday, March 18, 2020 10:13 AM  
To: dot.stip <[dot.stip@alaska.gov](mailto:dot.stip@alaska.gov)>  
Subject: 2018-2021 STIP comment

We wish to register our support for project ID 29880--Tazlina Bike and Pedestrian Pathway. When traveling through Tazlina, we almost always see one or more people walking on the side of the road. Constructing this pathway would be a major safety improvement. In addition, in encouraging more people to walk and bike, it would contribute to public health.

Thank you for placing this project in the 2018-2019 STIP.

Sincerely,  
Ruth McHenry

--

Ruth McHenry, Volunteer Executive Director Copper Country Alliance  
HC60 Box 306T  
Copper Center, AK 99573  
907-822-3644



## **Brantner, Maren H (DOT)**

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**From:** Brantner, Maren H (DOT)  
**Sent:** Wednesday, March 25, 2020 2:49 PM  
**To:** 'Stephen Giesbrecht'  
**Cc:** dot.stip  
**Subject:** RE: Comment on Draft STIP

Good afternoon Mr. Giesbrecht,

Thank you for taking the opportunity to provide comments to the Statewide Transportation Improvement Program (STIP), Alaska's federally required four-year program for transportation system preservation and improvement. Alaska's surface transportation program is primarily driven by federal funds and therefore project funding must be amended periodically to meet project development schedules and federal requirements. This process ensures that Alaska will receive the maximum amount of federal funding available to maintain and improve its surface transportation program.

We appreciate your comments on how to improve the formatting and display of the STIP. We are constantly looking for ways to make the document more user friendly, transparent, and comprehensive. As we put together this STIP, we'll take into account this suggestion and see how we can work to make the document easier to search.

Thanks again for your input on the process. The Department sincerely values your support. For more information about the STIP and to view future STIP amendments, please visit [www.dot.alaska.gov/stip](http://www.dot.alaska.gov/stip).

Sincerely,

**Maren Brantner**  
*STIP Manager, DOT&PF*  
(907) 465-2744

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**From:** Stephen Giesbrecht <[sgiesbrecht@petersburgak.gov](mailto:sgiesbrecht@petersburgak.gov)>  
**Sent:** Tuesday, March 3, 2020 9:19 AM  
**To:** dot.stip <[dot.stip@alaska.gov](mailto:dot.stip@alaska.gov)>  
**Subject:** Comment on Draft STIP

The STIP should include a Table of Contents to make it easier to find the section specific to areas of interest. Example, where the Southcoast Region projects begin and end, and page numbers for each of the projects in the specific region.

The STIP should include page numbers on the document so a person can find their area.



THE STATE  
of **ALASKA**  
GOVERNOR MICHAEL J. DUNLEAVY

## Department of Transportation and Public Facilities

DIVISION of PROGRAM DEVELOPMENT and STATEWIDE PLANNING  
Headquarters

3132 Channel, Suite 200  
P.O. Box 112500  
Juneau, Alaska 99811-2500  
Main: (907) 465-4070  
Fax number: (907) 465-6984  
dot.alaska.gov

April 17, 2020

Todd VanHove  
Planning Chief, Anchorage Field Office  
PO Box 196900  
4111 Aviation Ave  
Anchorage, AK 99519-6900

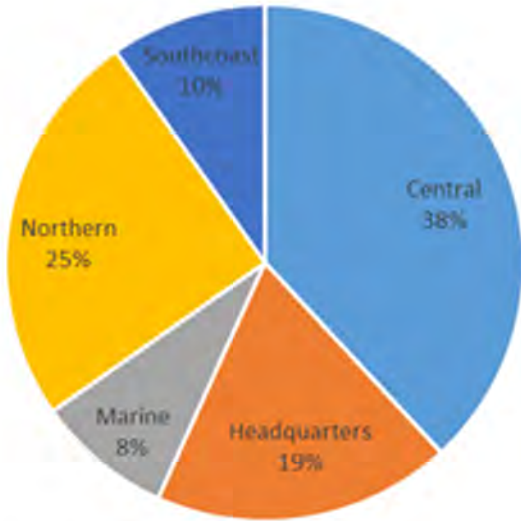
Dear Mr. VanHove,

Thank you for taking the opportunity to provide comments to the Statewide Transportation Improvement Program (STIP), Alaska's federally required four-year program for transportation system preservation and improvement. We understand that you are concerned that Central Region is not receiving sufficient funding to address all pavement and safety concerns that result from the high population, high traffic volume, and population growth. We share your concern regarding transportation funding for Alaska. Alaska relies on federal funding for the majority of transportation needs and simply does not have sufficient funding to meet all of our needs.

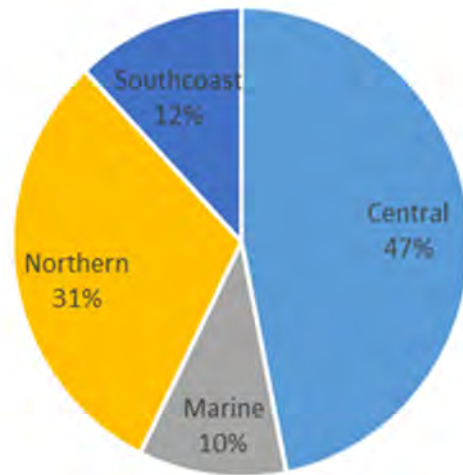
There are several funding programs in the STIP with varying funding eligibilities, restrictions, and distribution formulas. These factors along with project development schedules, impact the amount of funding programmed to each region for any given year. Additionally, factors beyond population and traffic volume, such as social justice, equitability, environment, and freight movement, must be considered when distributing funds and selecting projects. All of these complexities make it difficult to provide a regional comparison assessment; however we have provided some data below to illustrate current levels in the 2020-2023 STIP provided to the regions and to the different programs.

**Region Snapshots:**

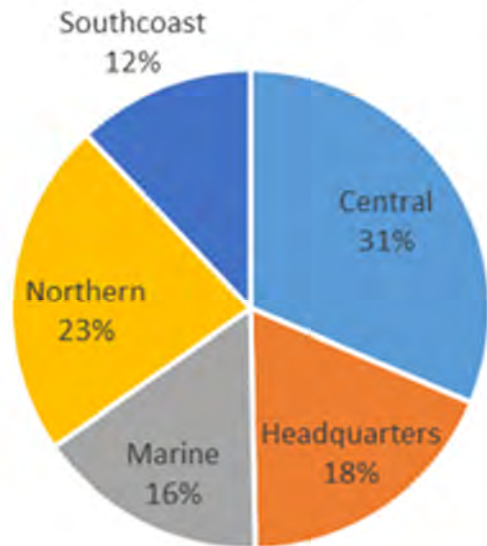
2020-2023 STIP  
Funding by Region



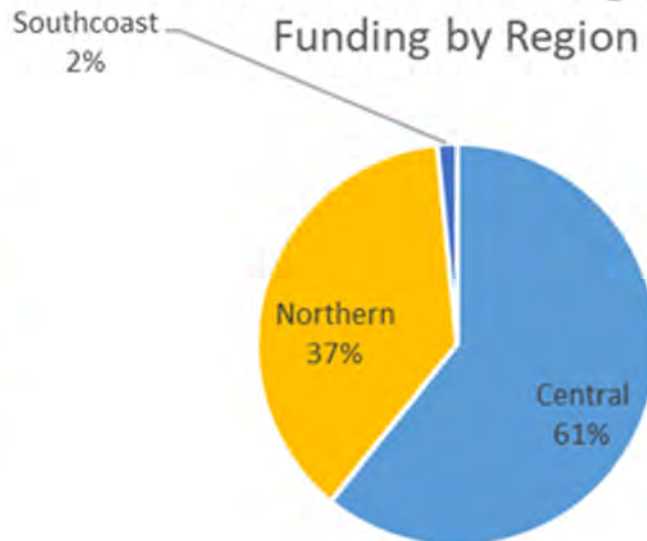
2020-2023 STIP  
Funding by Region, without  
Headquarters



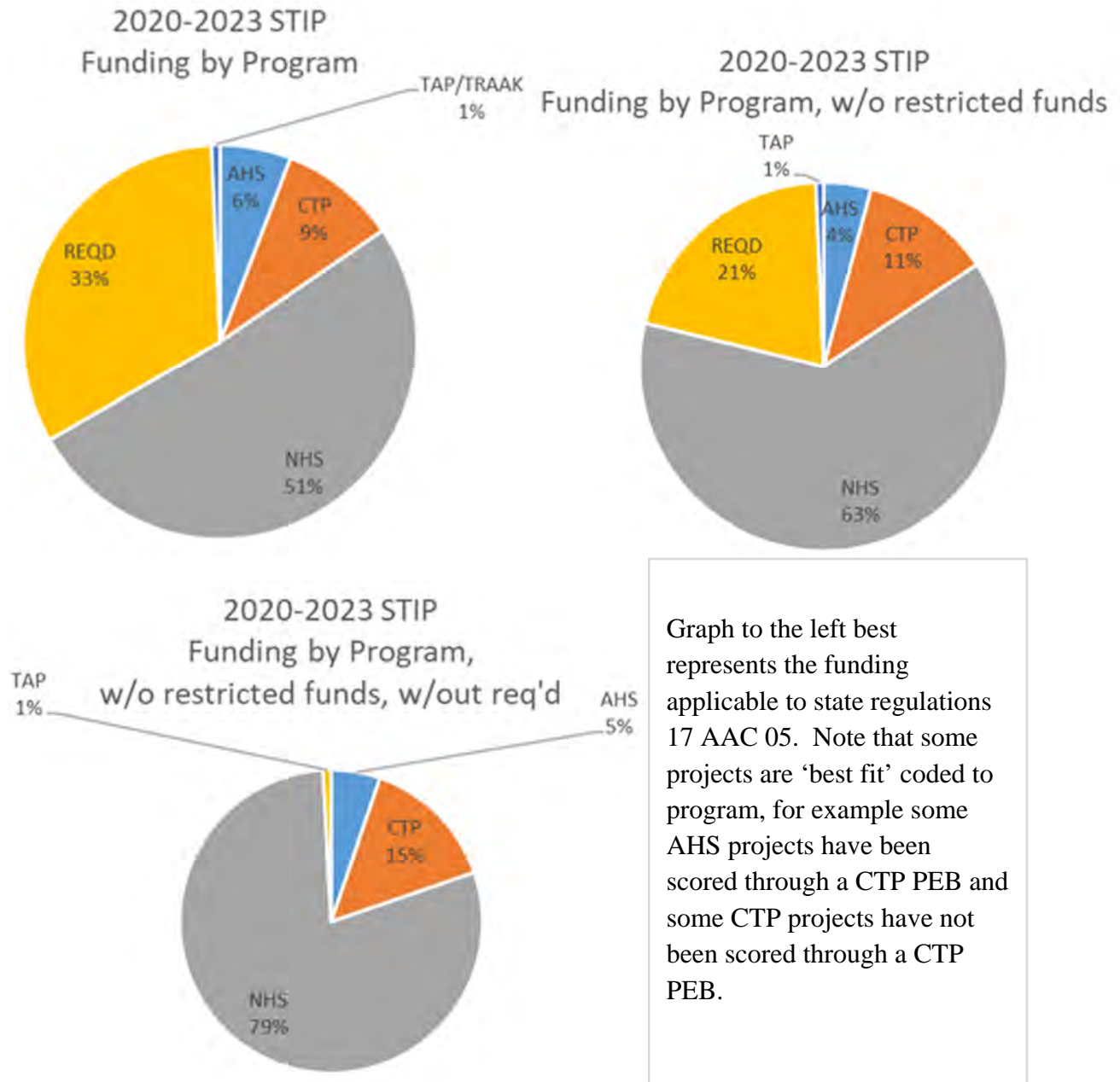
2018-2021 STIP  
Funding by Region



2020-2023 HSIP Program  
Funding by Region



**Program Snapshots:**



Graph to the left best represents the funding applicable to state regulations 17 AAC 05. Note that some projects are 'best fit' coded to program, for example some AHS projects have been scored through a CTP PEB and some CTP projects have not been scored through a CTP PEB.

Many of the funding programs distribute funding to projects based on a competitive process and not via regional allocations. As well, major projects and project delivery schedules result in large shifts in funding year-to-year. For example, Central Region has a major project that is now ready to proceed to construction - Sterling Highway: Skilak to Sunrise project. Of note, this project had two large stages (totaling >\$200 million) which had been mis-coded to the required program.

This has been corrected and the data above shows that the required program is not larger than the National Highway System (NHS) program. Another major project in the STIP is the Tustumena for the Alaska Marine Highway System (AMHS). The AMHS is part of the surface transportation system in Alaska and will continue to require funding, though routine refurbishments are typically funded with ferry boat funds.

The Division of Program Development and Statewide Planning is committed to continuing to pursue and improve equitable funding distributions. The National Highway Performance Program (NHPP) criteria is under review for update to ensure that the investment decisions are aligned with performance targets and asset management needs statewide. The Community Transportation Program (CTP) program scores projects on a variety of factors and without regard to region. Finally, there has been much discussion toward re-initiating the effort to update the state planning regulations to ensure they better meet federal funding requirements and intent.

The population base in the urban areas of Central Region provides a unique advantage in pursuing additional funds. We thank you for your previous efforts and encourage you to continue to pursue federal grant opportunities. As well, we encourage the Municipality of Anchorage and Matanuska-Susitna Borough to continue to work with legislators in an effort to secure more non-federal funding for the State of Alaska to help meet our pressing transportation needs.

Again, we thank you for your comments on the draft STIP, and appreciate the opportunity to discuss our statewide transportation needs. For more information about the STIP and to view future STIP amendments, please visit [www.dot.alaska.gov/stip](http://www.dot.alaska.gov/stip).

Sincerely,

A handwritten signature in black ink, appearing to read "Maren Brantner", written over a faint horizontal line.

Maren Brantner  
STIP Manager  
Program Development & Statewide Planning

CC: Marie Heidemann, Statewide Planning Chief  
Wolfgang Junge, Director, Central Region  
Ben White, Director, Statewide Planning & Program Development



Thank you for the opportunity to comment on the Draft 2020 to 2023 STIP. Our comments reflect the concern there appears to be a lack of focus in the STIP on areas of the State with the greatest traffic and safety problems, areas of largest population and areas where long term growth is projected to be greatest.

We wish to note Central Region has two-thirds of the State population (and similarly two-thirds of the vehicle miles of travel), is projected to receive 85 percent of the population growth (per the most recent Department of Labor 2045 Projections), and sadly, is an area that receives 70% of the fatal and serious crashes statewide.

The other two regions, (Northern Region and SouthCoast Region), are much more dependent upon Aviation Improvement Program and operating funds for the Marine Highway System for intra-state travel than Central Region. Alternatively Central Region is very dependent upon surface transportation funding as programmed in the STIP. In spite of Central Region's primary dependence on Surface Transportation the proposed STIP directs more funds to the other two regions and capital improvements to the Marine Highway System (primarily serving SouthCoast).

Many projects were incorporated into the STIP over the years without any real analytical process. The CTP is by far the most detailed public programming process the Department oversees and a good comparison with the Alaska Highway System (AHS) program. Our own planning regulations indicate that the AHS should be 20% the size of the CTP, however without active objective analytical oversight the AHS now equals the funding in the CTP while constraining the CTP and other programs due to its size.

We are also concerned the "Required" programs have been allowed to grow to the point that "Required" is now the biggest program in the entire STIP, bigger than even the NHS/NHPP yet with little or no public documentation of the funding analysis dictating the current level of investment.

Whenever we, Planning and Program Development, have tried to apply an objective analytical process either in the CTP or the NHS scoring and ranking, the Anchorage Field Office has shown that Central Region has the greatest needs. Somehow this has not been translating into the actual investment decisions, and furthermore, the loopholes created by the AHS and the "Required" program are diminishing the opportunity to fund these needs.

## Brantner, Maren H (DOT)

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**From:** Brantner, Maren H (DOT)  
**Sent:** Monday, April 6, 2020 3:45 PM  
**To:** Winona  
**Cc:** Cara Wallace; Charles/Cara Peele/Wallace; Charles Peele; dot.stip  
**Subject:** RE: STIP Comment

Dear Ms. Wallace,

Thank you for taking the opportunity to provide comments to the Statewide Transportation Improvement Program (STIP), Alaska's federally required four-year program for transportation system preservation and improvement. Alaska's surface transportation program is primarily driven by federal funds and therefore project funding must be amended periodically to meet project development schedules and federal requirements. This process ensures that Alaska will receive the maximum amount of federal funding available to maintain and improve its surface transportation program.

In regards to your comment concerning the Ketchikan-S. Tongass Hwy Improvements Deermount to Saxman project, we understand and share your concerns about the pavement condition in this corridor. While funding and other constraints have caused the larger project to be delayed, we are working on an interim solution to improve the road surface. A contingent from the Southcoast Design and Materials section visited Ketchikan recently to examine the entire corridor in order to consider ways that we can best address the situation in the near term and keep things in better condition until the larger project can be undertaken.

Again, thank you for taking the time to provide your comments on the draft STIP. The Department sincerely values your support. For more information about the STIP and to view future STIP amendments, please visit [www.dot.alaska.gov/stip](http://www.dot.alaska.gov/stip).

Sincerely,

Maren Brantner  
STIP Manager, DOT&PF  
(907) 465-2744

-----Original Message-----

From: Winona <wallaceclan@gci.net>  
Sent: Tuesday, February 25, 2020 3:55 PM  
To: dot.stip <dot.stip@alaska.gov>  
Cc: Cara Wallace <cw@alum.dartmouth.org>; Charles/Cara Peele/Wallace <charles.peele@gmail.com>; Charles Peele <charles.peele@verahenryindustries.com>  
Subject: STIP Comment

My name is Winona Wallace, a Saxman resident. This email is in reference to "Ketchikan-S. Tongass Hwy Improvements Deermount to Saxman".

I noticed the STIP schedule has this project to reconstruct the roadway in FY22. Please reconsider the projected date and attempt to move this project to a date as soon as possible. I travel this road and it has structural failures throughout the entire project length. Not only does the roadway look unslightly and rundown, it poses a threat to safety for anyone who travels the road. The potholes are unavoidable and at night it's impossible to judge their locations. Some of the potholes are large enough to cause an accident and possible severe injury to anyone involved. It would be grievous if a vehicle wheel became lodged in a pothole, causing it to swerve sideways. Or if a motorist or rider notices a pothole at the last second and swerved to avoid it, possibly causing an accident. Potholes are notorious for causing vehicle

damage too. Potholes are a real hazard. When we drive the road and run over a pothole, it isn't a pleasant feeling. Well, it's not a nice thing for one's car either. Roads are suppose to be as smooth as possible to make a safe commute. Please take heed and move this project up earlier than it is scheduled. I would like to see it moved up to Summer 2020. Thank you for your time and effort.

Sent from my iPhone

**From:** [Winona](#)  
**To:** [dot.stip](#)  
**Cc:** [Cara Wallace](#); [Charles/Cara Peele/Wallace](#); [Charles Peele](#)  
**Subject:** STIP Comment  
**Date:** Tuesday, February 25, 2020 3:55:30 PM

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My name is Winona Wallace, a Saxman resident. This email is in reference to “Ketchikan-S. Tongass Hwy Improvements Deermount to Saxman”.

I noticed the STIP schedule has this project to reconstruct the roadway in FY22. Please reconsider the projected date and attempt to move this project to a date as soon as possible. I travel this road and it has structural failures throughout the entire project length. Not only does the roadway look unsightly and rundown, it poses a threat to safety for anyone who travels the road. The potholes are unavoidable and at night it’s impossible to judge their locations. Some of the potholes are large enough to cause an accident and possible severe injury to anyone involved. It would be grievous if a vehicle wheel became lodged in a pothole, causing it to swerve sideways. Or if a motorist or rider notices a pothole at the last second and swerved to avoid it, possibly causing an accident. Potholes are notorious for causing vehicle damage too. Potholes are a real hazard. When we drive the road and run over a pothole, it isn’t a pleasant feeling. Well, it’s not a nice thing for one’s car either. Roads are suppose to be as smooth as possible to make a safe commute. Please take heed and move this project up earlier than it is scheduled. I would like to see it moved up to Summer 2020. Thank you for your time and effort.

Sent from my iPhone