



PLAN AND GOALS

Alaska’s plan/goals for the transportation system are to:

1. Deliver the 10 Year Capital Improvement Plan
2. Proactively monitor evolving economic projects and align capital investments to serve them
3. Preserve the Alaska Transportation system to meet MAP-21 Performance Targets (once the targets are formalized, focusing on safety, pavement and bridge condition)
4. Prioritize modernization investments and new construction based on their impact on transportation system performance
5. Address Anchorage/region mobility through MPO and regional plans with emphasis on modernization to improve capacity and reduce safety risks
6. Address safety and security risks by improving transportation system resilience and redundancy
7. Manage and operate the system to improve operational efficiency and reduce safety risk

We will incorporate livability, community and environmental concerns in all our decisions, and strive towards more openness and accountability of the transportation system and its performance.

STRATEGIES

Our three strategies to implement the plan and move towards our goals are:

1. Align outcomes, plans and projects based on performance-based resource allocation
2. Manage the system to increase performance and reduce risk
3. Increase revenue and provide accountability

POLICY AND ACTION AREAS

New Facilities	Modernization	System Preservation	System Management and Operations
Economic Development	Safety and Security	Livability, Community and Environment	Good Government





AREA: NEW FACILITIES

GOAL: DEVELOP NEW CAPACITY AND CONNECTIONS, BASED ON THE RETURN ON INVESTMENT, IN IMPROVING ACCESSIBILITY, CONNECTIVITY, SAFETY, EFFICIENCY, AND RELIABILITY OF THE ALASKA TRANSPORTATION SYSTEM

AREA: MODERNIZATION

GOAL: IMPROVE THE PRODUCTIVITY, RELIABILITY AND REDUCE SAFETY RISKS THROUGH THE MODERNIZATION OF THE ALASKA TRANSPORTATION SYSTEM (MAKE EXISTING TRANSPORTATION SYSTEM BETTER AND SAFER)

POLICIES

Policy 1: Develop the multimodal transportation system to provide safe, cost-effective, and energy-efficient accessibility for people and freight.

- We will identify multimodal solutions and regional priorities for the development of the transportation system through regional and modal transportation plans that address the values of communities and stakeholders.
- We will address efficient intermodal connections between roads, airports, rail, ferry terminals, harbors, transit terminals, and bicycle and pedestrian facilities through regional and modal plans to improve efficiency, safety, reliability, and cost for people and freight.
- We will apply cost-effectiveness criteria to new construction projects recommended for funding, while recognizing that rural transportation investments must go forward to serve basic community needs. The criteria will therefore differ for rural and non-rural Alaska.

Policy 2: Establish statewide strategic priorities for passenger and freight transportation system development funding.

- We will continue to add strategic new system links to improve connectivity and efficiency, and to promote access to and development of Alaska natural resources and freight movement.
- We will reduce the vulnerability of the Alaska Transportation System to safety and security risks from seismic events, extreme weather and man-made disasters by incorporating those considerations in new facilities and modernization efforts.

Policy 3: Upgrade and modernize passenger and freight transportation systems to increase capacity and reduce safety risks considering changes in demand, asset life-cycle, and other factors.





Transportation Stakeholders Group (TSG) and Freight Advisory Committee (FAC) Meeting 3

- We will continue the modernization of the National Highway System to current standards and address safety and connectivity.
- We will address demand-driven urban capacity on the most congested highways in Alaska, addressing the movement of people and freight.

ACTIONS

1. Align investment, project selection and prioritization in regional plans with the 10 Year Capital Improvement Plan, plan policy and system performance targets (MAP-21 Targets preliminary to be set through long-range plan update pending rule making).
2. Establish a formal process to link project selection and prioritization in the 10 year CIP and the statewide transportation improvement program that aligns resources between Long-range Plan policy areas (categories of need) based on transportation system performance targets.
3. Target State surface transportation finance responsibilities on the National Highway System, Alaska Highway System, and other high-functional class routes.
4. Establish a formal methodology to prioritize projects within long-range plan policy areas (categories of need).
 - Expand the prioritization framework used for Statewide Transportation Improvement Program (STIP) project prioritization
5. Establish consistency between regional plans and formalize their role in the identification of new facilities and modernization improvements to be advanced into the 10 Year Capital Improvement Plan and the Statewide Transportation Improvement Program (STIP).
6. Continue to participate in US Army Corps of Engineers ports planning and Federal efforts to monitor and plan for increased Arctic maritime traffic.
7. Adopt Alaska Freight Transportation Network and incorporate into the statewide transportation planning process on an ongoing basis (The statewide long-range plan establishes a Statewide Freight Vision and a framework for the Alaska Freight Transportation Network).
 - Establish criteria for initial definition and updates to the Alaska Truck Freight Network, potentially reflecting: DOT&PF input to FHWA on the National Freight Network; corridors and segments with high AADTT and high truck percentages (from performance monitoring data); connectors to leading intermodal facilities (ports, airports, rail terminals, and pipelines handling a significant share of overall state freight traffic); and regionally/locally identified critical freight routes.
8. Establish a formal methodology to evaluate freight projects based upon their cost effectiveness and provide for consistent application in regional and modal plans.
9. Implement new technologies such as Intelligent Transportation Systems and other tools to improve processes and system productivity.





10. Maintain and report core freight-related multimodal performance measures to inform system expansion and upgrading decisions.
11. Incorporate urban/MPO demands for pedestrian, bicycle and transit.
12. Incorporate demand management and multimodal solutions into transportation plans at all levels.

AREA: SYSTEM PRESERVATION

GOAL: PRESERVE THE ALASKA TRANSPORTATION SYSTEM TO MEET MAP-21 PRESERVATION PERFORMANCE TARGETS FOR ROADWAY SYSTEM AND ACCEPTABLE LEVELS OF SERVICE FOR AIRPORTS AND AMHS SET THROUGH MODAL PLANS

POLICIES

Policy 4: Apply asset management practices to preserve the existing transportation system.

- We will strengthen our highway and airport pavement management systems and practices.
- We will work toward optimal life cycle management practices for pavement and bridge treatments and capital equipment.
- We will improve and use our management systems to support our asset management practices.
- However, we must address failed pavements as a practical necessity, recognizing we cannot fund full reconstruction of the growing backlog of such pavement.

Policy 5: Increase understanding of and communicate ADOT&PF's responsibilities for system preservation as the owner of highways, airports, harbors, and vessels.

- We will monitor and report annually, to the extent practicable, the condition of our assets complying with MAP-21 reporting requirements.
- We will communicate the anticipated level of service and predict future system conditions based on the allocation of funds for preservation and maintenance treatments.
- We will address bicycle and pedestrian needs as a part of system preservation and system development.
- We will communicate our prioritization framework to the general public, while fully understanding that there may be different, vocal public groups with differing priorities for the state
- We will consider the performance of passenger and freight movement in system preservation decisions.

ACTIONS





13. Establish Asset Strategy and Asset Management plans for DOT&PF transportation infrastructure by asset class.
 - o Need for consistency in regional plans to address overarching asset strategy and management plans
14. Implement consistent formalized process linking the asset management plans for pavement, structures, and ancillary assets to project selection and scope.
15. Strengthen analytical and reporting capabilities to support asset management planning and reporting (including MAP-21 reporting).
16. Preserve transportation corridors in high growth areas through corridor management planning, advance acquisition of right-of-way, and coordination with land use planning.
17. Work toward linking maintenance and activities and the CIP process through incorporation of maintenance considerations in asset strategies and asset management plans.
18. Work with US Army Corps of Engineers and other agencies to ensure that federal responsibilities for maintaining navigation channels are met in an adequate and timely manner.





AREA: SYSTEM MANAGEMENT AND OPERATIONS

GOAL: MANAGE AND OPERATE THE SYSTEM TO IMPROVE OPERATIONAL EFFICIENCY AND SAFETY

POLICIES

Policy 6: Ensure the efficient management and operation of the passenger and freight transportation system.

- We will preserve transportation corridors and pursue corridor management.
- We will increase understanding of, and communicate ADOT&PF's operational responsibilities for highways, airports, and vessels.

Policy 7: Use technology and Intelligent Transportation Systems where cost-effective.

- We will deploy Intelligent Transportation Systems with demonstrable benefits in throughput and/or incident response.
- We will stay abreast of developments in Intelligent Infrastructure and Connect Vehicles and opportunities for Alaska.
- We will apply research results and technology transfer to our design, construction, and maintenance practices to reduce costs and improve efficiency and safety.

ACTIONS

20. Further align ADOT&PF's programs and budgets with policy goals, and performance measures.
21. Monitor and pursue opportunities of Civil Integrated Management and other technologies to reduce cost and improve speed of project delivery.
22. Support broader use of Intelligent Transportation System technologies in the truck freight network to improve routing, coordination, reliability, and overall system efficiency.





AREA: ECONOMIC DEVELOPMENT

GOAL: PROMOTE AND SUPPORT ECONOMIC DEVELOPMENT BY ENSURING SAFE, EFFICIENT, AND RELIABLE ACCESS TO LOCAL, NATIONAL AND INTERNATIONAL MARKETS FOR ALASKA'S PEOPLE, GOODS AND RESOURCES, AND FOR FEDERAL GOVERNMENT FREIGHT-RELATED ACTIVITY CRITICAL TO THE STATE'S ECONOMY.

POLICIES

Policy 8: Identify system development needs that address travel demand growth, economic development, and funding strategies through regional and metropolitan plans.

- We will identify, prioritize, and guide system development priorities to address cost-effective economic development through regional plans, metropolitan plans, modal system and other plans.

Policy 9: Preserve and operate Alaska's multimodal freight transportation system to provide efficient reliable access to and from local, national, and international markets, to support economic development goals.

- We will focus on preserving and modernizing the existing system while recognizing that system development is also necessary in Alaska.
- We will maintain and operate the system to provide acceptable reliability and performance.
- We will provide safe secure, reliable, and cost-effective freight transportation options for Alaska's freight shippers, receivers, and communities to support Alaska's economic vitality and growth.
- We will preserve and, where possible, increase freight modal choices available to rural communities.

ACTIONS

23. Support and facilitate Alaska's continued economic development and growth by providing access to new resource development areas ("roads to resources" program and similar), new intermodal infrastructure (Arctic Port, Alaska LNG pipeline, etc.), and other major freight generating projects (Susitna Hydro project, etc.), with the goal of recovering public costs from the proceeds of economic development.
24. Continue proactive engagement in Arctic Port Plan and consider its impact in overall decision-making.
25. ADOT&PF to seek Legislature approval of designated funding for multimodal freight projects on an annual basis, commensurate with the economic benefit derived by the State of Alaska from freight transportation investments.





26. Work with AIDEA and other partners to coordinate funding and development opportunities for freight transportation facilities.





AREA: SAFETY AND SECURITY

GOAL: MOVE TOWARDS ZERO DEATHS ON ALASKA ROADS, REDUCE SAFETY AND SECURITY RISKS TO ALASKANS FROM TRANSPORTATION SYSTEM USE AND DISASTERS

POLICIES

Policy 10: Establish *Towards Zero Deaths* by improving the safety of transportation in Alaska.

- We will address the safety goals and implement the strategies established in the Alaska Strategic Highway Safety Plan and subordinate safety plans.
- We will use new technology to improve safety for people and freight through Alaska's Intelligent Transportation Systems Architecture and related use of new technology.
- We will address airport safety and the role of aviation in ensuring health and safety in ADOT&PF's aviation system plan.
- We will ensure safe transportation by means of timely compliance with national and federal safety standards.

Policy 11: Work with federal, local, and state agencies to provide a secure, resilient transportation system and emergency preparedness for all modes, addressing passengers and freight.

- We will address the security of airports, vessels, and highways in our operating plans, manuals, and guidelines.
- We will partner with other governmental agencies, private and public transportation providers, and their customers to address security.
- We will address security as part of our emergency preparedness and response planning.
- We will address security as we plan and develop infrastructure projects.
- We will apply technology to improve security in all transportation modes.
- We will improve system resiliency of freight and passenger transportation to reduce the safety and security risks of natural (e.g. seismic events, extreme weather) and man-made (e.g. accidents) disasters.

ACTIONS

27. Incorporate emergency freight management in Alaska's emergency response plan.
28. Work with Federal partners to streamline and reduce the cost of security measures related to international trade.
29. Consider adding redundancy to our primary passenger and freight corridors.
30. Address climate change resiliency in asset management plans and redundancy in project identification and prioritization within regional and metropolitan plans.





AREA: LIVABILITY, COMMUNITY AND THE ENVIRONMENT

GOAL: PROVIDE ACCOUNTABILITY FOR PERFORMANCE IN PLANNING, DELIVERING, OPERATING, AND MAINTAINING THE ALASKA TRANSPORTATION SYSTEM

POLICIES

Policy 12: Preserve the integrity of the ecosystems and the natural beauty of the state, limit the negative impacts and enhance the positive attributes – environmental, social, economic, and human health.

- We will evaluate and consider environmental outcomes in regional plans, modal plans, and project development.
- We will approach transportation planning and project development with a strong environmental ethic.
- We will use the regional planning and modal planning process to consult with resource agencies in the early identification of environmental sensitivities, avoidance areas, and potential mitigation measures.
- We will avoid, minimize, and/or mitigate the impact of transportation infrastructure and operations on fish and wildlife.
- We will monitor the issues and assess the actions we can take to address climate change concerns.
- We will promote environmentally friendly, affordable transportation solutions.

Policy 13: Support energy conservation, specifically in our consumption of fossil fuels, as a matter of national security and to address climate change.

- We will address strategies for energy conservation in regional plans, metropolitan plans, and community plans.
- We will advocate for transit, ride sharing, trip reduction, non-motorized transportation, and the use of alternative fuels where economically feasible.
- We will continue the State’s role in establishing and supporting coordinated community transit systems.

Policy 14: Develop transportation plans in close coordination with local communities to ensure transportation investment decisions reflect Alaskans’ quality of life values.

- We will provide transportation enhancements such as rest areas, restrooms, waysides, trailheads, and trails for residents and visitors.
- We will coordinate with and support local land use planning to ensure livable communities.





- We will encourage local jurisdictions to make land use decisions that protect the efficient functioning of the highway system.

ACTIONS

31. Align project design elements with the primary purpose of the project.
 - This includes context-sensitive solutions for projects.
32. Implement the process and methods required for the early identification and evaluation of environmental outcomes in regional and modal planning.
33. Reclassify and privatize industrial and resource roads.
34. Transfer ownership of local roads to local communities.
35. Work with federal agencies to promote strategies that reduce fuel consumption and emissions from freight movement, through a combination of improved logistics, higher efficiency, lower emission vehicles, and/or alternative fuels.





AREA: GOOD GOVERNMENT – OPENNESS AND ACCOUNTABILITY FOR TRANSPORTATION SYSTEM PERFORMANCE

POLICIES

Policy 15: The statewide plan will provide the framework from which ADOT&PF sets investment priorities.

- We will monitor, forecast, and report transportation system performance through data-driven management systems.
- We will provide information for performance-based planning and budgeting.
- We will promote and work to improve coordination between public transportation and human services transportation.
- We will use best practice techniques and technology for involving public and private sector stakeholders in the transportation planning process.

ACTIONS

36. Pursue state funding mechanisms.
37. Evaluate AMHS to identify mechanisms for increasing revenue.
 - Already complete?
38. Pursue local funding mechanisms.
39. Address new regional funding models for major new construction identified in region and MPO plans.
40. Develop and maintain a Statewide Freight Advisory Committee comprised of public and private sector owners, operators, customers, and other
41. Continue identifying needed air cargo improvement projects through its aviation system plan; coordinate with airports, carriers, and system users on current and future needs; and implement the state’s policy interest in multimodal freight movement through supporting highway connector investments and effective coordination with Federal Aviation Administration (FAA), US Customs, and other responsible Federal agencies.
42. Continue identifying needed rail freight improvement projects through its state rail plan; coordinate with railroads and system users on current and future needs; and implement the state’s policy interest in multimodal freight movement through supporting highway connector investments and effective coordination with FRA and other responsible Federal agencies.
43. Continue identifying needed waterborne freight improvement projects through AMHS plan; coordinate with port operators, carriers, and system users on current and future needs; and implement the state’s policy interest in multimodal freight movement through supporting highway connector investments and effective coordination with the US Army Corps of





Engineers, US Maritime Administration (MARAD), US Customs, and other responsible Federal agencies.

