

**Roads and Highways Advisory Board**  
**Meeting Minutes**  
October 11, 2022

**Meeting called to order by Chair, Dan Hall**

**Roll call**

**Board Members present:** Dan Hall, Andrew Guy, Aves Thompson, Jon Fuglestad, Kodi Long

**Board Members absent:** Jason Macomas-Roe, excused absence. Beth Fread, unexcused absence.

**DOT&PF present:** Rob Carpenter, Deputy Commissioner, James Marks, Program Development Director, Shannon McCarthy, Communications Director, John Clendenin, Safety Program Coordinator, Andy Mills, Legislative Liaison, Troy LaRue, Aviation Operations Manager, Jocelyn Swindel, Administrative Officer, Tera Ollila, Administrative Assistant

**Chair's remarks (Dan Hall):**

Thank you to the board and the DOT staff for the last meeting, we made real progress to make headway with this group, building momentum to be more useful to the State and the Governor's team. Looking forward to continuing to work with group and move forward with it.

**Board remarks:**

Jon Fuglestad – Appreciate the opportunity to serve on this Advisory Board. After viewing the resolutions brought forward, I think it is a positive step in that regard.

Aves Thompson – Agree with Jon on the resolutions, having read them and think they are good strong positive suggestions and recommendations that shows we can produce some action. That's a good thing.

Kodi Long – Agree on the momentum moving forward to make some progress, thank you and appreciate the opportunity.

Andrew Guy – Looking forward to this meeting and future meetings especially regarding infrastructure to the state.

**Public Comment:** No comments from the public.

**Resolution supporting Deferred Maintenance (Deputy Commissioner Carpenter):**

[4. R&H Resolution Packet.pdf](#)

Aves Thompson moves to adopt resolution, Jon Fuglestad to second.

Andrew Guy – Is request for deferred maintenance statewide?

Rob Carpenter - This is specifically for roads and highways statewide, for Alaska DOT state roads and infrastructure, not local.

Dan Hall – Made a motion to approve resolution for deferred maintenance with no objections.

**Approve Agenda and meeting minutes:**

Dan Hall - Accept motion to approve agenda. Motion to approve, Andrew Guy. Jon Fuglestad to second.

Comments on meeting minutes? One correction, to remove James Thompson under public comments. Accept minutes as amended. Hearing no objections move to approve.

**Introduction of participants:**

Rob Carpenter, Deputy Commissioner, filling in for Commissioner Anderson.

Tera Ollila, Administrative Assistant for Commissioner's Office and provides support to the board.

Shannon McCarthy, Communications Director for DOT&PF

Jocelyn Swindel, Administrative Officer, works for the Commissioner

Andy Mills, Legislative Liaison for Commissioner's Office

James Marks, Director of Program Development

Jon Fuglestad, President of Coalaska

Aves Thompson, Retired Director of MSCVC and Retired Director of the Alaska Trucking Association.

Kodi Long, General Manager of Kayak Construction

Andrew Guy, President of Calista Corporation

Dan Hall, President of Knik Construction

**Resolution supporting Alaska DOT&PF Abandoned Vehicle Removal Funding (Andy Mills):**

[4. R&H Resolution Packet.pdf](#)

Andrew Guy – What is the total cost to administration involved?

Andy Mills - Average is \$300 per vehicle to be removed, a more remote location it could cost more upwards \$1000, depending on logistics. Hard to peg without a clear inventory across the state that we can see in totality and to gather information based on a few years of experience to see what the current cost of removal is.

Aves Thompson – Is this a onetime appropriation of \$100,000 or is it recurring, annual, built into the budget?

Andy Mills - The purpose of this resolution is to make it more than a single year appropriation if the board desires that. In the past we did receive appropriation for more than one year, then the past couple years because of budgetary situation no specific funds were allocated for this purpose. It will be a year-to-year advocacy to put forth on the budget. The resolution requests ongoing support annually.

Andrew Guy – Would like to request in the future an inventory/report of abandoned vehicles.

Dan Hall - Made a motion to move the approval of resolution for abandoned vehicle removal funding with no objections.

**Resolution supporting Increased Winter Maintenance Activities to all State Priority Roadways (Shannon McCarthy):**

[4. R&H Resolution Packet.pdf](#)

Jon Fuglestad - Are maintenance stations going to be fully funded and staffed?

Shannon McCarthy - Since 2016 we have shut down 5 maintenance stations, it has been determined since then that has not been the best move, even if we have reduced staff, it's important to keep open because of the distance between maintenance stations it's really advantageous to have operators spread throughout our system to keep highways open especially when we have winter storm events.

Andrew Guy – Wrestling with intent of resolution. I thought we already had funding. What is different that we are asking here?

Shannon McCarthy - Our maintenance budget is really tight since it is funded with general funds and susceptible to cuts, as we saw with closing of maintenance stations. Looking for ways to do more with less and seek efficiencies with innovations, newer equipment and creative staffing solutions for snow and ice control.

Andrew Guy - Does this cover ice roads?

Shannon McCarthy – I think it would cover the maintenance of ice roads.

Andy Mills - This last legislative session did see specific program funding, I think we as the department looked to it as affirmation that federal program is going to be continuing and stood up to specifically provide ice roads for communities. I would see that evolving conversation as where would these be needed on an annual basis. In the winter when we talk about roads, we are talking about ice roads as well; it's a different pot of money that we're talking about internally as for maintaining ice roads in the winter.

Shannon McCarthy - If the committee so chose, we could add whereas, and that specifically addresses ice Roads.

Dan Hall - Joint use of equipment on rural airports and communities would kind of tie into this. Whether we can use airport equipment to maintain ice roads or not. Chair suggested it may be best to shelve this resolution for next meeting and re-think about what we want to do. No objection from board.

Chair made recommendation to move this action item to next meeting and asks to get updated draft of resolution out early so can look at it after what we learned today is still fresh.

**Bering Sea Storm Response (John Clendenin):**

### 2022 West Coast Storm

#### September 17, 2022, West Coast Storm

Impacted ~700 miles of Alaska shoreline and Alaska islands

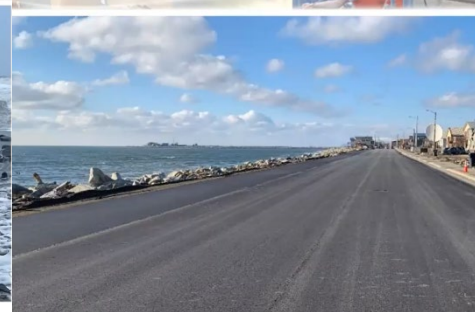
- September 17, 2022, Governor issued State declaration
- September 21, 2022, Governor requested Fed declaration
- September 23, 2022, Federal declaration approved
  - Overall response included DEC, USCG, DGGs, DOT&PF, USACE, AKNG, Red Cross, NWS, NOAA, FEMA, BIA, etc.

Storm has been followed by 2 additional significant low-pressure systems with a 3<sup>rd</sup> expected this week.

### Nome E. Front St. before



### Nome E. Front St. after (yesterday)



### Photos depict Nome E. Front street storm wreckage and 3 weeks after due to DOT response efforts.

### Nome Council Hwy before



### Nome Council Hwy after



### Nome Council Highway before and after.

Recovery efforts are a little bit challenging and confusing between public assistance and individual assistance with FEMA and the State of Emergency Operations Center. Still trying to figure out all of that coming into winter. We have a lot of resources and ability to use our equipment in the airports and bring in additional resources as far as operators but as of yet we have not really been engaged or called in to do anything. Our hands are tied unless we are asked or requested to engage our resources to help.

There is significant housing damage that we could be involved in as far as resources as well, we can do the contracting and have contractors out there. We have the ability to implement resources, but in order to do that we need to receive emergency resource requests from FEMA or the State of Emergency Operations Center. DOT has made it clear from the beginning that we have the resources and ability to be involved with recovery efforts. There seems to be a lot of disconnects. We are not seeing requests for public assistance for the communities come through, not sure what the reason for disconnect is. It has been an ongoing effort to try and figure out and problem solve to find solution.

### Project Scoring Criteria and Regulations (James Marks):

The Year so far, and the way forward presentation: [2022-10-11 RHAB Presentation.pdf](#)

In the last meeting there was some discussion about how we can better engage with Roads and Highways Advisor Board to help inform where the state goes over the next couple years implementing IIAJ/BIL. A big piece of that is getting some of this money out to communities. How does the department go about evaluating and selecting projects, prioritization, some of it is in regulations, or plans/policies. Some of this we've been working on over the last couple years in preparation for and in implementing IIAJ, is trying to build a framework of institutions, where we've got a long range transportation plan that really should be kind of an umbrella plan that helps set policy goals and work through to eventually get through plans, programs, project selection, so that there are clear connections all the way back up to policy and vision and where we want to go, to what we're actually investing in.

In implementing IIAJ a lot of it is about partner building and capacity building for the state. We can't do this as a department all on our own. A lot of this work is trying to get to the communities; we are not staffed to be able to do all that in a very short period. It requires partnerships, we've signed an MOU with Alaska Municipal League who has a lot of those connections with their members, signed an MOA with Alaska Energy Authority who are partnering with to deliver the national EV infrastructure plan. We signed an MOA with Department of Natural Resources to help to start to deliver on some of our planning environmental leakage studies, up north in the triangle communities, looking at that group to evaluate what is the long term plan and how can we connect those

communities. Just even among our own teams trying to get enough capacity to run the things that we have to run, like actually building programs and criteria and running the solicitations. We are looking at working with our consultants partners more and actually getting consultants embedded into our own teams. I was at federal Land Managers a couple weeks ago and looking at how can we better partner with them? They own a lot of land and a lot of right of way and have resources that could potentially be brought to bear. We got a letter from Alaska Trucking Association about pullouts and the danger from not having enough pullouts. Federal land managers may want participate in that if it's on one of their lands or gives better access, then they might be willing to participate with resources. Trying to get more local planning and providing funding so that local communities can actually do some of that work, particularly when there's a confluence of land use.

## Discretionary Grants

Examples, not all-inclusive

- **Port Improvement Development Projects**

- Pelican - \$12,170,374
- Auke Bay - \$8,714,550
- Cordova, Chenega, and Tatitlek Port Bundle - \$28,248,386

- **MEGA/INFRA/Rural**

- TRV - \$194,922,000
- Cordova, Chenega, and Tatitlek Port Bundle - \$25,109,676

- **NOAA Fish Passage**

- Three Mile Creek - \$5,614,228

- **Culverts for Anadromous Fish Passage**

- NOFO just announced!



- **Rural Ferry and Low/No Emission Ferry Program**

- TRV Propulsion - \$85,610,480
- Mainliner Planning - \$8,591,616
- Auke Bay, Pelican, and PWS Docks - \$48,164,658
- Columbia, Tazlina, Matanuska, and Kennecott Vessel Bundle - \$72,065,545
- Operating - \$44,823,800

- **Bridge Improvement Program**

- Kodiak Russian and Sargent Rivers – planning - \$1,288,000
- Ketchikan Ward Creek – construction - \$23,138,428.26
- Johnson and Gerstle River bundle – construction - \$73,901,504

The original work with Alaska Municipal League was based on this idea of these discretionary grants. Discretionary grants now have direct recipients, meaning that other entities, nonprofits, and local governments can apply. People that could have never applied for some of these things before can now apply. So how do we as a state help to bring the resources so that folks can actually get access to these; it's not necessarily department led, it's how can we pull all of these needs together and prioritize and bring resources there. We partner with Alaska Municipal League as kind of that first step.

### Regional Rural Transportation Planning:

State Models for Local Consultation, Regional Coordination, and Regional Transportation Planning Organizations



## What works for Alaska?

### Various structures:

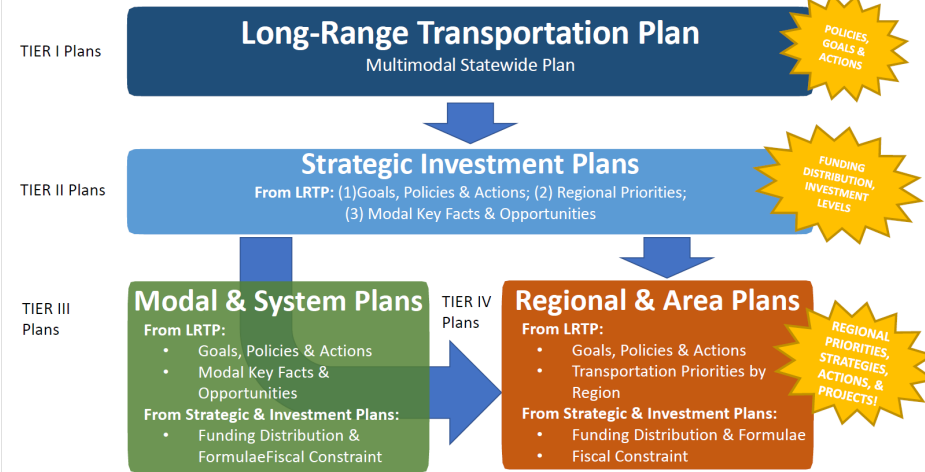
- Regional Transportation Planning Organization
- Regional Planning Commissions
- Regional Councils of Governments
- Regional Planning Councils
- Regional Planning Agencies
- Regional Development Organizations
- Regional Planning Organization\*

How do we do more planning and distribute planning across the state? There was some intent language in the last session about the state will look into regional transportation planning organizations. That's a very formal structure through FHWA. It has statutory language federally. It is the same steps as running a metropolitan planning organization (MPO) like in Anchorage or Fairbanks but without all the benefits, meaning no capital funding. You get some planning funds, but there is a lot that goes into it. In our research and in talking with some other states, we found that there is another path called a regional planning organization. This is kind of



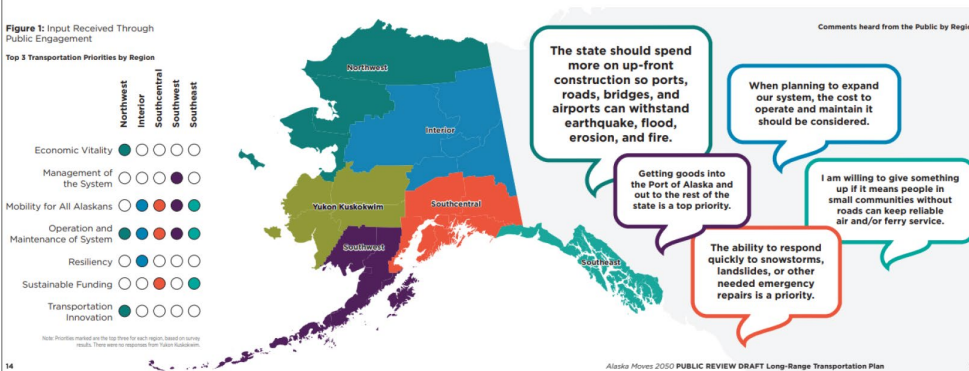
like an informal RTPO, but we can still use federal planning funds. The idea here is that there might be a community, like in the case of Copper Valley, where they want to start doing some of it, but not necessarily all of it. Meaning they might want to develop a, a policy committee and technical advisory committee and make a long range plan and maybe have a list of prioritized projects.

## DOT&PF Transportation Plan “Family”



Our LRTP should set kind of a long-term vision. Then our modal plans or system plans, our area plans should all be kind of working towards that with regional context in mind, regional prioritization in mind. The other change is that these, these are all being turned into what they call performance based plans. Meaning the LRTP has specific goals, objectives, and actions. So things, specific things that we're going to be working on so that when we get to our next LRTP, we can look back and say whether we did what we said we were going to do or not, how do we do it better next time measure.

## Regional Priorities



This is a snapshot from our long range transportation plan. This is some survey results.

## L RTP GOAL AREAS

### OUR “WHAT” – INVESTMENT AREAS

1. Safety
2. Mobility & Access
3. Economic Vitality
4. State of Good Repair
5. Resiliency
6. Sustainable Transportation

### OUR “HOW” – FOCUS AREAS

1. Strategic Partners
2. Stewardship of the System
3. Innovation
4. Performance-based Management

# Family of Plans

TIER I - Governance & Policy Plans		TIER IV - Area & Corridor Plans	
Department Strategic Plan	Active	Southeast Alaska Transportation Plan	Active, Update Pending
Long Range Transportation Plan	Update In Progress	Southwest Alaska Transportation Plan	Active, Update Pending
TIER II - Strategic & Investment Plans		Prince William Sound Transportation Plan	Active, Update Pending
Strategic Capital Investment Plan	New	Northwest Alaska Transportation Plan	Active, Update Pending
Human Capital Plan	New	Interior Alaska Transportation Plan	Active, Update Pending
Strategic Highway Safety Plan	Update In Progress	Yukon-Kuskokwim Delta Transportation Plan	Active, Update Pending
Transportation Asset Management Plan	Update In Progress	Corridor Transportation Plans	New
Diversity, Equity & Inclusion Plan	New	Corridor Transportation Plans	New
Alaska Resiliency Plan	New	Corridor Transportation Plans	New
Sustainable Transportation & Energy Plan	New	Corridor Transportation Plans	New
TIER III - Modal & System Plans		Highway System Plan	New
Alaska Aviation System Plan	Active	Alaska State Rail Plan	Active, Update Pending
AMHS Long Range Plan	New	Freight Plan	Update in Progress
AMHS Short Range Plan	New	Alaska Active Transportation Plan	Active, Update Pending
Ports and Waterways Plan (previous study)	New	Alaska Community Transit Plan	New
Alaska State Rail Plan	Active, Update Pending	Scenic Byways	Active
Freight Plan	Update in Progress	Alaska Strategic Corridor Master Plan	New
Alaska Active Transportation Plan	Active, Update Pending		
Alaska Community Transit Plan	New		
Scenic Byways	Active		
Alaska Strategic Corridor Master Plan	New		

## IIJA Programs, Existing & New

Program Examples	State	MPO	Local	Tribes	PA*	Territory	FLMA*
Apportioned programs (formula)	✓						
Bridge Program (formula)	✓			✓			
National Electric Vehicle Formula Program	✓		✓				
Safe Streets and Roads for All program		✓	✓	✓			
PROTECT Grants (discretionary)	✓	✓	✓	✓	✓		✓
Charging and Fueling Infrastructure Program	✓	✓	✓	✓	✓	✓	
Congestion Relief Program	✓	✓	✓				
Bridge Investment Program (discretionary)	✓	✓	✓	✓	✓		✓
Reconnecting Communities Pilot Program	✓	✓	✓	✓			
Rural Surface Transportation Grants	✓		✓	✓			
INFRA	✓	✓	✓	✓	✓		✓
Nat'l Infra. Project Assistance	✓	✓	✓	✓	✓		
Local and Regional Project Assistance	✓	✓	✓	✓	✓	✓	

## Family of Programs

### Existing Programs

- Solicitations**
  - CTP & TAP
- State Programs**
  - HSIP, PM, Bridge, Culverts, Research, etc.

### New Programs

- Solicitations**
  - Ice Roads & Seasonal Roads
  - Resiliency & Coastal Protection
  - Rural Ports, Docks & Barge Landings
  - Community Bridge Program
  - Sustainable Transportation Program
- State Programs**
  - Carbon Reduction
  - PROTECT



**Sustainable transportation program:** This is a new one being developed in the commissioner's office that addresses sustainable transportation, electrification of the system, electrification of potentially ferries, greenhouse gas reduction. There are many different ways to tackle this.

**Carbon Reduction Program:** Has a wide variety of eligibility, everything from active transportation to reduce truck idling to EV charging stations and bringing all of that together into one strategic plan. From the state side, we'll be doing a carbon reduction program that's going to be looking at specifically this, there's a notice of proposed rulemaking out that says the state has to set a target for greenhouse gas reduction and work towards reducing that.

## ICE ROADS & SEASONAL ROADS

<b>Cycle</b>	Annually
<b>Timeline</b>	10/17 – Pre-notice 10/24 – NOFO 11/8-9 – Ice Road Symposium 11/11 Applications Due 11/14 Scoring & Evaluation 11/30 Awards
<b>Amount</b>	\$2,000,000
<b>Eligible Activities</b>	Planning, Preparation, Surveying, Ice Road Construction, Maintenance & Operations, Safety Measuring & Observing, Marking, Closures
<b>Eligible Entities</b>	Cities, Villages, Tribes & Political sub-division of government

## RESILIENCY & COASTAL PROTECTION PROGRAM

<b>Cycle</b>	Every 2 years
<b>Anticipated NOFO</b>	CY2023 Quarter 2
<b>Funding Amount</b>	\$32,000,000
<b>Eligible Activities</b>	Resiliency Planning Twice-Hit Assets Critical Community Access Evacuation Routes At-Risk Coastal Community Protection
<b>Eligible Entities</b>	Local or community government, Villages, Tribal entities, & Political sub-divisions of government

# Rural Ports, Docks & Barge Landings

<b>Cycle</b>	Every 2 years
<b>Anticipated NOFO</b>	CY2023 Quarter 2
<b>Funding Amount</b>	\$27,000,000
<b>Eligible Activities</b>	Rural Ports, Docks, & Barge Landings Rural Coastal Infrastructure
<b>Eligible Entities</b>	Local or community government, Villages, Tribal entities, & Political sub-divisions of government not connected by roads

# Community Bridge Program

<b>Cycle</b>	Every 2 years
<b>NOFO</b>	CY2023 Quarter 1
<b>Amount</b>	\$54,000,000
<b>Eligible Activities</b>	Bridges on the National Bridge Inventory (NBI) Replacing Poor Bridges Rehabilitating Fair Bridges Bridge Preservation & Protection Tribally owned bridges on public roads Projects that replace/rehab culverts on the NBI

<b>Eligible Entities</b>	Local or community government, Villages, Tribal entities, & Political sub-divisions of government
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Rural ports, docks and barge landings is also a new program, it's a single line in IJJA, this is getting at things that we haven't been able to traditionally fund before. This is only for rural and the definition is they are not connected by the road system. This could be for dock infrastructure, barge landings, and potentially some other treatments.

The Community Bridge Program is exciting especially for local communities. This gives the state 45 million annually, about 225 over five years, life of the bill. I think it was actually closer to 50-55 million, 45 for going out to communities versus state invested. There is a lot of eligibility here. Anything on the NBI and that could include big culverts, that can include off system bridges, local bridges, bridges that we've traditionally may not have been able to work for. One of the exciting things about this one is that for local off system bridges, there's no match requirement. This will be coming out first quarter of next year around February to March timeframe, doing a notice funding opportunity. We are looking at local community government, villages, tribes, political subdivisions of government.

## Project Evaluation & Selection: PURPOSE OF REGULATIONS

*“Generally, the purpose of regulations is to keep individuals and/or the environment safe. Yet regulations impact people’s ability to create innovative products or services to serve their communities...”*

### Focus on:

1. Classification
2. Funding Distribution
3. Scoring Criteria

## CLASSIFICATION

### 17 AAC 05.170 – Project Classification

- National Highways System (NHS)
- Alaska Highways System (AHS)
  - List of Routes and Roads +AMHS
  - Federal Program (STBG) Used for Preservation, MPO, CTP, TAP, Ice Roads, Ports & Barge Landings
- Community Transportation Program (CTP)
  - Traditionally the Primary Path for Public Projects
- Trails & Recreational Access for Alaskans (TRAAK)
  - Transportation Enhancements (TE) doesn't Exist Federally Any More

Many new federal programs and eligibilities exist that don't fit into our current 'project classifications' – PROTECT & Resiliency, Coastal infrastructure, Carbon Reduction, NEVI, Community Charging, Electrification, Tourism, Ice Roads, Rural Ports/Docks/Barges, HSIP, etc. etc.

## FUNDING DISTRIBUTION

### 17 AAC 05.190 – Financial Data

- ☐48% to National Highway System
- ☐8% to Alaska Highway System
- ☐39% to Community Transportation Program
- ☐2% to Trails & Recreational Access for Alaska

(1) Funding for AHS, CTP, and TRAAK all comes from one Federal Program (STBG). Many other federal programs that can feed new State Programs. (2) Many new funding programs, eligibilities, and project types that have come out that don't 'neatly' fit into these categories.

Criteria	Urban & Rural	Remote
Economic benefits resulting from the project	X	X
Projects effect on Health & Quality of Life	X	X
Whether the Project Enhances Safety for the Traveling Public	X	X
Financial Contributions towards the Capital Cost	X	X
Ability and Willingness to Assume Ownership or M&O contributions	X	X
Lower States Maintenance Burden	X	X
Environmental Readiness	X	X
Surface Rehabilitation Activity	X	
Facility Preservation Activity		X
Evaluation of Cost, Length, and AADT	X	
Deficient Bridge Replacement	X	
Corrects Deficient Width, Grade or Alignment	X	
Functional Classification	X	
Innovation	X	X
Public Support	X	X
Access water, landfills, waste, healthcare, airport, subsistence, river, ocean		X
Project in partnership with DEC, DOI, BIA, Tribes, Federal or State agencies		X

## KEY CHALLENGES & OPPORTUNITIES

### PROS

- Criteria for Remote is not measured by AADT or Functional Classification
- Criteria for Remote values access to critical services and infrastructure
- Criteria for Urban values volume, capacity and correction of road standards
- Distribution attempts to maintain minimum investment in underserved areas

### CONS

- Criteria does not work for expansion, new connections, 'building new'
- Criteria must be applied evenly and does not support variable criteria
- Project categories don't support new federal programs & eligibility
- Categories restrict flexibility and agile response to needs and conditions in Rural Alaska hamstrung
- Current programs don't exist federally
- Rural is non-competitive to Urban
- Focus for remote is Preservation
- Only remote values Partnerships

### Airport Discussion (Troy Larue):

Talked about joint use of equipment for airports and highways, boundary crossings, and joint use of airports.

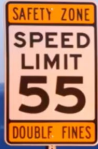
### All Alaska Safety Initiative (Andy Mills):

There is a real focus on safety at the department; it's in our mission, values, and our federal partners are looking to us to. There are specific programs like the Highway Safety Improvement Program that focus specifically on safety improvements where they are needed most. Holistically, there is a larger conversation about where we are at on our initiatives to pursue safety with the state.

Tammy Kramer is the Highway Safety Office lead. She is appointed by the Governor and will be working directly with the Commissioner's Office and Deputy Commissioner Rob Carpenter to focus on safety initiatives. There is a five-year review on the Strategic Highway Safety Plan (SHSP) that is a framework within the state on initiatives to address serious fatalities and injuries. It is going to set certain goals and establish criteria and a plan to address those.



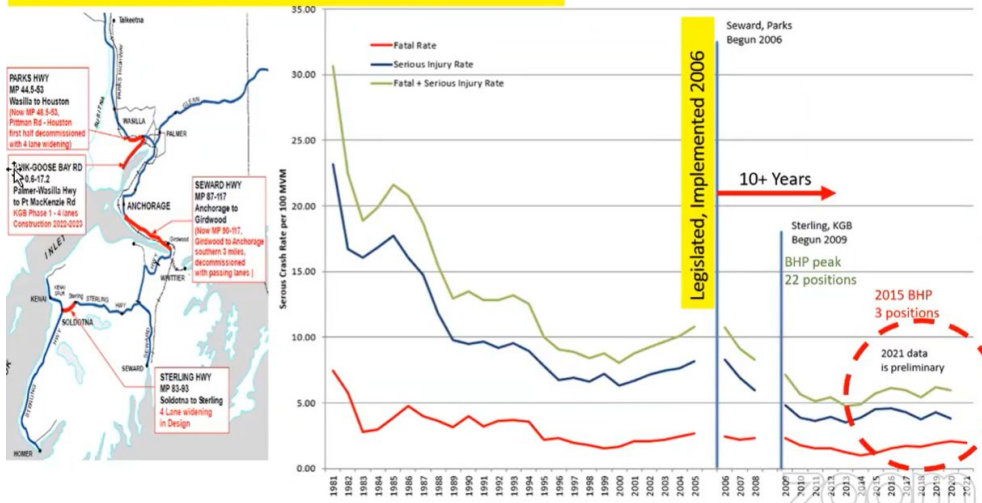
# All-Alaska Safety Initiative



- All partners engaged
- All investment sources explored
- All safety solutions employed
- All modes of travel served

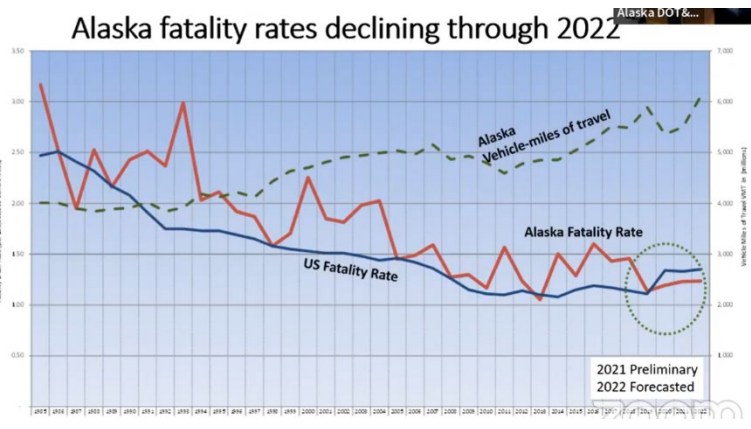
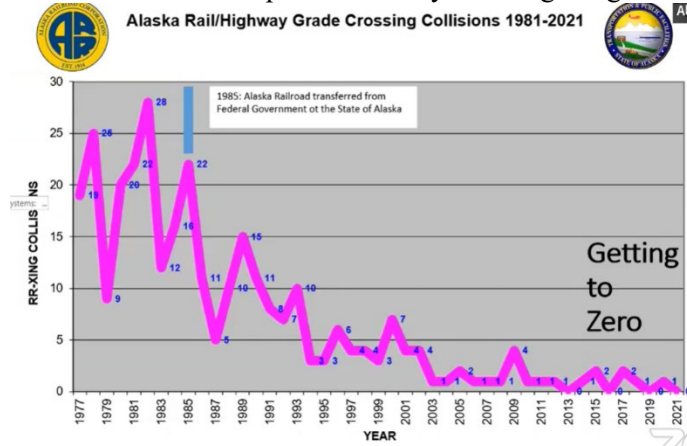
## Safety Corridors proven with all E's

Serious Crash Rate (5 year rolling average) Alaska DOT&...



In 2006, the legislature passed senate bill 261. They saw in other states that safety corridors were working, which are a designated corridor where you establish double speeding fines, you increase enforcement, you focus on education in that corridor because there are safety concerns, a record of higher fatalities at that area. They were working in other states so they said, let's do this in Alaska. The legislature and the governor at the time really led the way, but they gave the Commissioner of DOT flexibility to establish the criteria for safety corridors and to designate those. Four have been designated, Parks Highway, Knik-Goose Bay, KGB, Seward, and Sterling. DOT is well underway on fixing some of the safety quarters, separating two lanes, separated that median that keeps the head on collisions from happening. Parks being solved, KGB project broke ground in August, that's underway, Sterling Highway and Cooper Landing have projects going. Seward is in the planning stages have been for some time, but also more aggressively looking at ways to solve that safety corridor. There is a conversation to be had about, do you designate other areas? In the original list of safety corridors, there's a lot more than four. There is potential to do another round as we are solving corridors, Do we designate some new safety corridors? That is a whole conversation you can get into about what is the cost; what does this mean? It focuses on; we call it the four "E"s. There is engineering, which is changing the physical characteristics of the infrastructure. There is also enforcement, education, and everyone, it takes everyone, bottom line is this group might have something to say about potential designations of corridors or at least looking at the data. This slide illustrates 2006; you can see our trend line drops after 2006, after the initial implementation of some of the safety corridors. In 2009, there were additional safety corridor designations; some of our worst spots saw a significant improvement in lowering fatalities and serious injuries. That is a good healthy trend line; obviously, the goal that you would have is to get to zero fatalities.

It wasn't that long ago that you had cars that were crossing the tracks and getting hit by trains. There was a very concerted effort to get those breaks, get the signage down, which would alert drivers not to get on the tracks. You can see it did drop down when you start getting into the 2003 and on timeframe we approached near zero.



Ave Thompson – Has DOT engaged the Alaska Trucking Association in the SHSP leadership group? A subset of the Alaska Trucking Association is their safety management council and they are all safety professionals; they know what they are doing and they get the input from their drivers to tell them where the choke points are, where the dangerous spots are. They can be very helpful in developing the strategic highway safety plan.

Dan Hall - One of our missions on this board is safety, complexity or issues within the state. I think to have that on our agenda regularly is important. I would support being engaged and involved if we can.

Aves Thompson – Would like to introduce an idea that is not on the agenda. It has to do with the constitutional convention issue that is going to be on the ballot, should that be favorable, there will be an opportunity to amend the state constitution. Currently there are constitutional provisions that prohibit the use of dedicated funds. What I would suggest is that we look at whether we could develop a dedicated fund for roads and highways. When we were talking about the fuel tax issues some years ago, the legislature said we, we'll do this, but it's not going to be statutory directed. That money could come from motor fuel tax, could come from vehicle registrations, truck registrations, tire tax, and that could be a significant amount of money. Anything that has to do with the users of the highway and that way we could start to build a fund. I noticed the commonality of the three resolutions we talked about today was funding. We could use that money for maintenance, for snow removal, for a number of state projects we could use to support the commercial vehicle enforcement activities. I think this may be an opportunity and so a window that opens only once every 10 years and so I would suggest that we take that under consideration, ask the department for their views on that to how you might be willing to support it or if you have pros and cons. I would suggest that we consider that as an issue for our board.

Dan Hall – Let’s wait and see what the election results will be, and at our next meeting we would be able to discuss this, if passes or not.

Aves Thompson - I just wanted to plant the seed today, to be thinking about it because it is a once in a 10 year opportunity. Additionally, I think of the trucking association, I've testified a number of times that the trucking association supports a fuel tax increase provided it's dedicated. I just confirmed that this afternoon that they still support that position. I think the just the general public motoring public would be more amenable to a fuel tax increase knowing that it's going to fix potholes.

Dan Hall - I think I support the idea, let's look at a future agenda after this election and see, if it opens it's one thing, if not, maybe we look at a different method for making recommendation. I think we can do that depending on what the group thinks down the stream.

Rob Carpenter - I can just add to that real quick. So as you mentioned, we have a motor bill tax in the state that is designated from the general fund, to highway activities into highway maintenance etc. goes to the general

fund. The designation means that it is in statute, that statute can't trump the constitution. It is up to the legislature whether they want to follow their own statutes when they appropriate money. It's in our budget but often a problem because we have more receipts budgeted than actual revenue than that creates the hollow budget authority for us. A couple years ago, not last session, but session before, there has been several attempts decreasing the motor fuel tax. It was really close to passing then the price of fuel or oil went through the roof, and then nobody cared anymore. Most states have some kind of revenue that is committed to highways and aviation needs and we have some. It's definitely something to explore further as whatever develops.

Aves Thompson - Just as a point of interest, in 1970 when I first arrived in Alaska, fuel at the pump was 37 and a half cents and the tax was 8 cents, that was 21% of the sales price. In 2022, if you applied that 21%, that tax would be a dollar 17 cents a gallon. The relationship between the tax and the price has changed dramatically. We had an emphasis on highways in 1970, which we don't seem to have now. I think that with a dedicated fund that we could increase the fuel tax to generate enough money to provide for deferred maintenance, provide for snow removal, and provide for maintenance and operations. I think it is a real opportunity for us if the constitutional convention doesn't pass, I think we have missed an opportunity but then there's nothing we can do about that.

Dan Hall - Well we can still change things through statute but it's tough. I know Peggy Wilson had bill for years she tried to pass, we all kind of worked on but it never did get through. I appreciate your comments.

**Next Meeting:** Discussed continuing to have meetings quarterly, next one will be middle of January, date to be determined.

**Adjourn**

**Video recording available:** [\(1\) Facebook](#)