

# Transportation Planning Topics

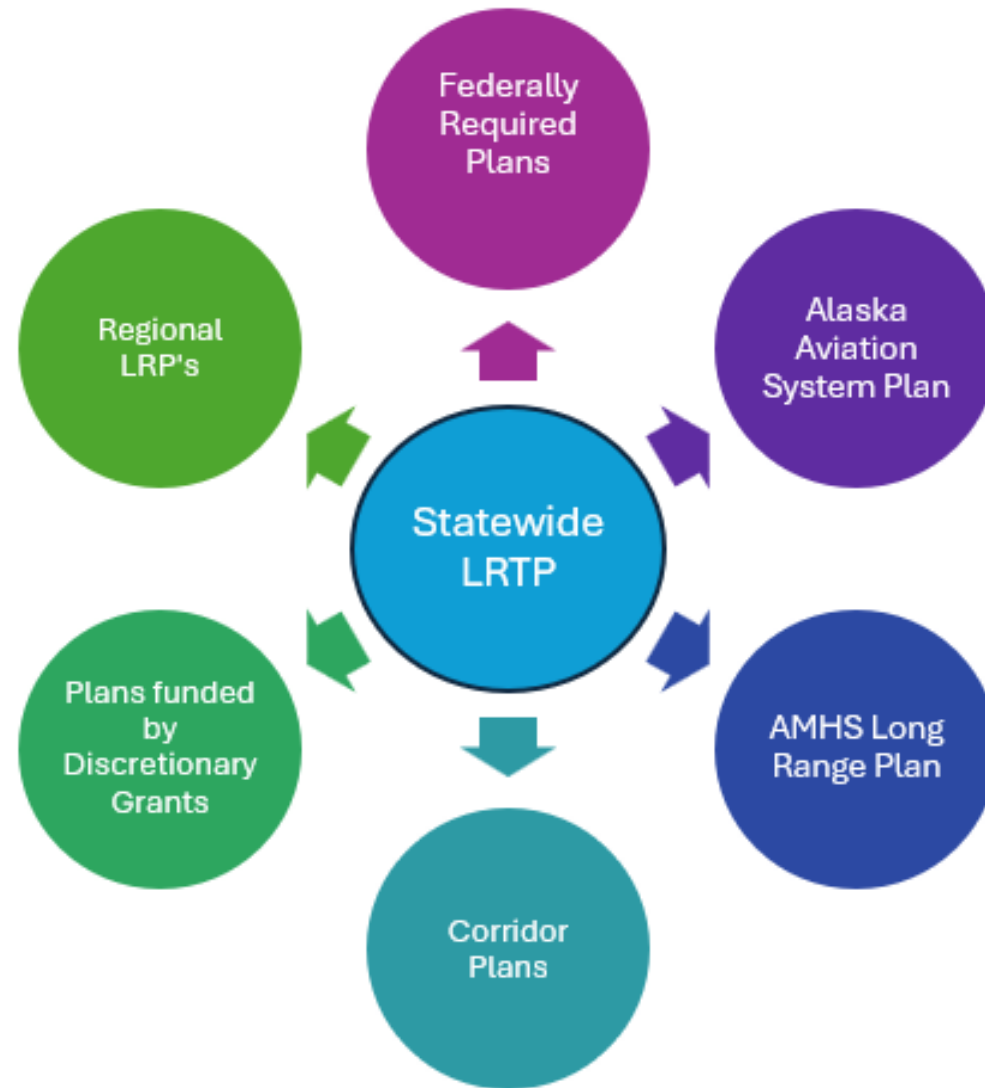
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## Southeast Conference:

- Judy Chapman, DOT&PF – Family of Plans
- Jill Melcher, DOT&PF - SEATP Update
- Sarah Cripe, DOT&PF - Waterways/Ports
- Erin Reinders, AML- SECCAP



# Family of Plans Relationships to other plans



# Planning Framework – By High Level Modes

**Long-Range Transportation Plan**  
Statewide Plan covering Land, Sea, & Air transportation  
Updated every 4 years – federally required



**Statewide Aviation System Plan**



**AMHS Long Range Plan**



**Statewide Highway Plan**  
*(yet to be created!)*

**Modal Plans produce:**  
modal evaluation, identification of gaps and issues,  
prioritization of gaps and issues, performance metrics

# Long Range Transportation Plan

- 20-year long range vision
- Guides Regional & Area planning processes
- Identifies and prioritizes regional solutions and resources
- Comprehensively analyzes Alaska's major freight transportation modes
- Not intended to identify individual projects

23 USC 135 and [23 CFR 450.216](#) -  
Development and content of the long-range  
statewide transportation plan

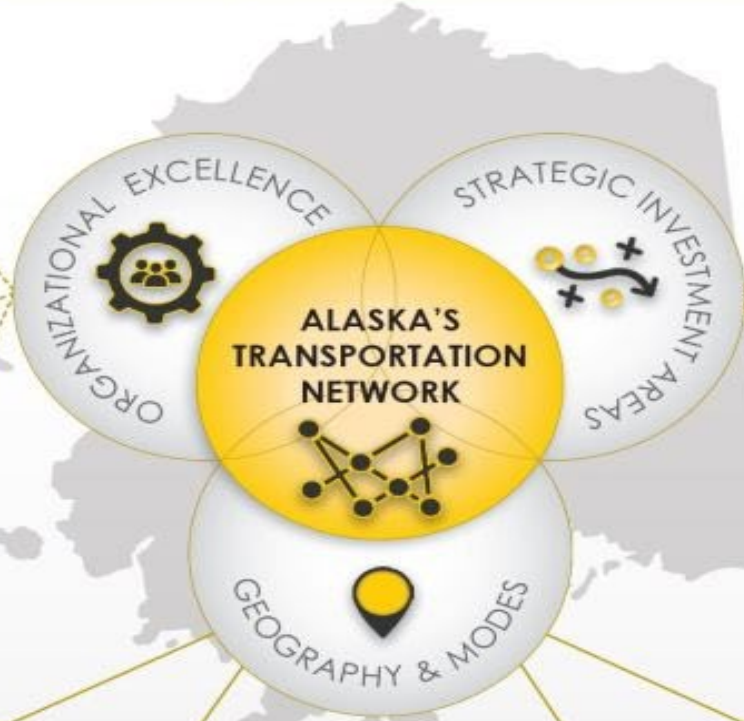




**MODERN:** We use new ways of working to recruit, solve problems, share information with the public, and efficiently deliver transportation improvements.

**RESILIENT:** We build cross-functional teams, across regional boundaries, to deliver results faster. Our teams share information, collaborate, innovate to solve problems, respond to emergencies, and deliver projects.

**AGILE:** We partner with communities, private sector partners and other agencies to build transportation infrastructure for Alaskans. We leverage technology and implement alternative project delivery to accomplish our mission.



**SAFETY:** Safe and secure transportation system prevents crashes, injuries and deaths.

**ECONOMIC VITALITY:** Healthy and thriving multi-modal system that efficiently moves people, fuel, and freight, reducing costs and enhancing economic development.

**STATE OF GOOD REPAIR:** Reliable transportation system with seamless access across modes.

**RESILIENCY:** Agile and resilient transportation system that protects communities from extreme weather climate trends and natural disasters, which is able to adapt and recover when disruptions occur.

**SUSTAINABILITY:** Modern and sustainable transportation system that reduces the cost of energy, saves Alaskans money, and provides for a cleaner environment and reduced greenhouse gas emissions.

### RURAL

- Roads, Ice Roads, Winter Trails, Pedestrian / Bicycle
- Rural Airports, AAM
- AMHS, Barge Services

### URBAN

- Highways
- International Airports
- Pedestrian / Bicycle, Trails

### SURFACE CORRIDORS

- Highways
- Pedestrian / Bicycle, Trails
- Multi-modal Connectivity

### WATERWAYS

- AMHS, Barge Services
- Floatplane Docks
- Ports & Harbors

# L RTP and FP Update – in development 2025

**We need your participation!**



# Modal and System Plans inform Regional Plans

- Alaska Aviation System Plan
- AMHS Long Range Plan
- Alaska State Rail Plan
- Alaska Statewide Active Transportation Plan
- Alaska State Freight Plan (LRTP Freight Element and Implementation Guidance)
- Alaska Electric Vehicle Infrastructure Implementation Plan
- Highways Plan/Corridors Plan (future)

[https://dot.alaska.gov/stwdplng/areaplans/modal\\_system/](https://dot.alaska.gov/stwdplng/areaplans/modal_system/)

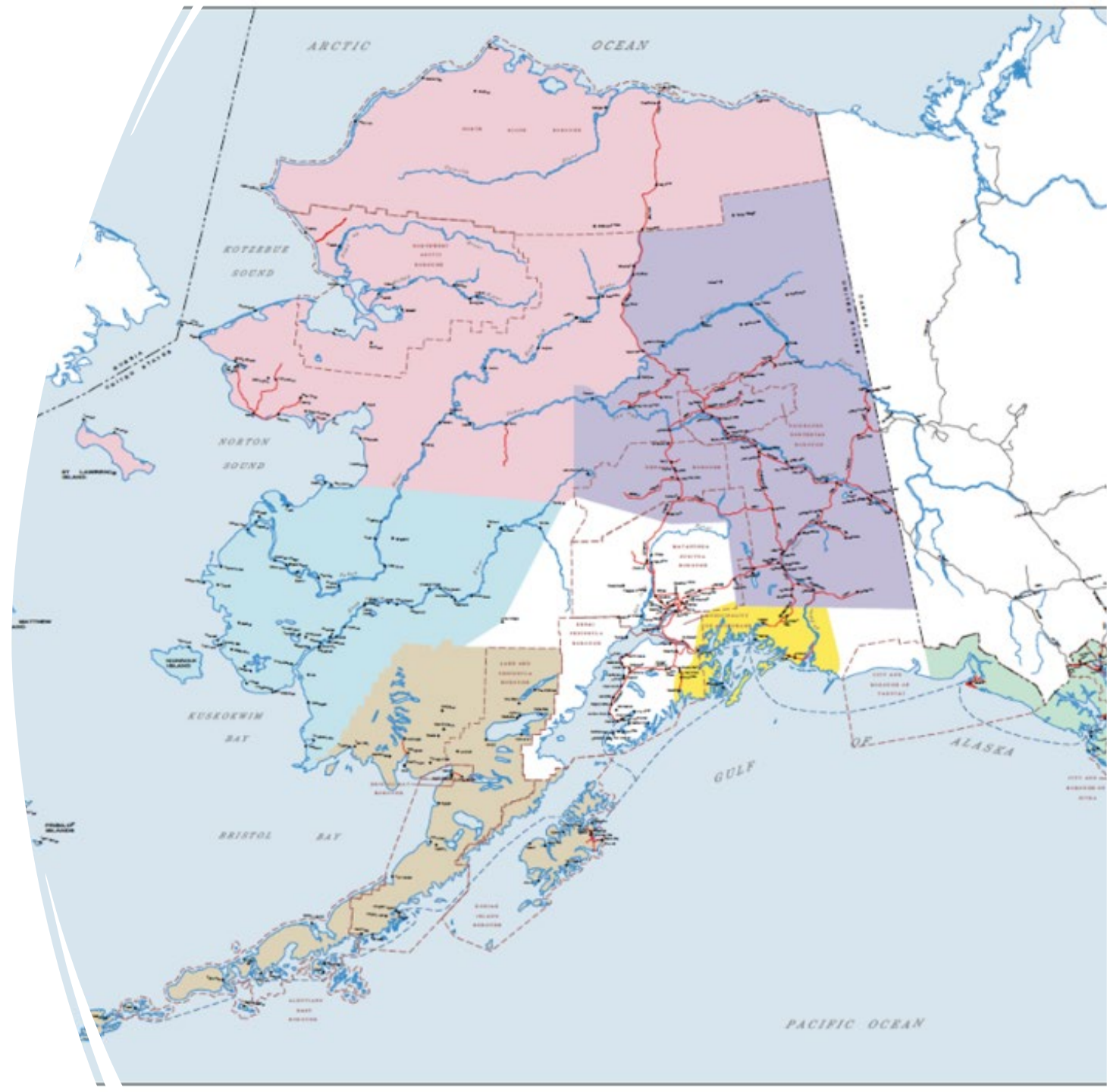


# Area/Regional Transportation Plans

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Regional plans focus on broad transportation issues and potential solutions affecting areas of the state, and like the LRTP - not on lists of projects for that area.

[https://dot.alaska.gov/stwdplng/areaplans/area\\_regional/](https://dot.alaska.gov/stwdplng/areaplans/area_regional/)



# Examples of Issues Identified in Regional Plans

- Economic Issues: High cost of living due to reliance on air shipping and infrequent, difficult barge shipping, and lack of overland connections
- Transportation Issues: Roads needed to support potential mining & oil exploration industries, etc.
- Climate Issues: Erosion issues, disaster risks (e.g. flooding, permafrost melting)
- Other: Dust problems from gravel surfaces (roads, runways)
- Barge landings needed







# Partnerships

- Various partnerships with non-profits and Tribes (notably, AML)
- Monthly Tribal teleconference calls
- RPO pilot program, 3 RPOs in the state, others waiting to be designated
- Infrastructure projects with funding from various partners, including Tribes
- Planning projects with partners (AML)
- Various PELs, plans and studies involving FLMA and partners



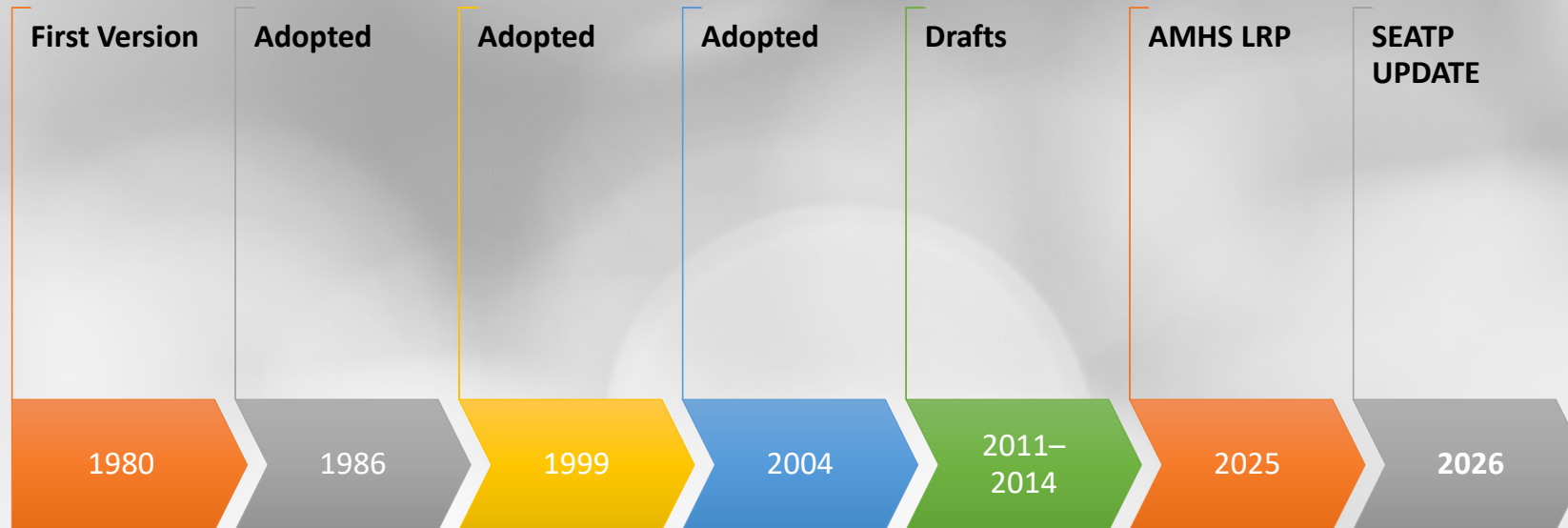


# Alaska Department of Transportation & Public Facilities

## 2025-26 Southeast Alaska Transportation Plan (SEATP) Update

Jill Melcher  
Southcoast Region, Planning Chief

# SEATP History



# Purpose of SEATP

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- The SEATP will:
  - provide a **framework for state investment** in regional transportation over the next 20 years
  - provide a **general direction** for development of the regional system
  - **reflect changes** in the region's industries, economy, population, and infrastructure
  - focus on **future sustainability** of the regional transportation system and the need to **improve connectivity, safety, economic vitality, resiliency and State of Good Repair**

# How?

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- Agile methodology – providing deliverables along the way
- Align to Statewide Long Range Plan and the five focus areas
- Incorporate the priorities and goals of the AMHS Long Range Plan
- Performance-based plan
- Use of Modern Tools for surveys and sharing plan details
- Public Involvement Plan
- Alternatives Analysis & Evaluation
- Prioritize projects

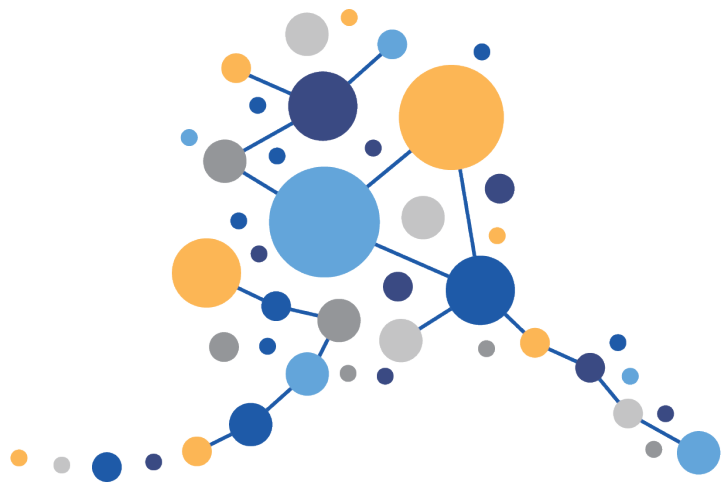
# Our Team



# Schedule

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- ~18 Months
  - Phase 1- Work Plan, Schedule & Public Involvement Plan
  - Phase 2- Analysis & Exploration
  - Phase 3- Strategy Development & Prioritization
  - Phase 4 - Review & Finalize
- 
- **Kick off – Early March**



ALASKA  
MUNICIPAL  
LEAGUE

# Statewide Equitable Community Connectivity Action Plan (SECCAP)

Erin Reinders,  
Senior Director,  
Planning and  
Community  
Development

# SECCAP: What does Transportation/Transit Equity Mean?

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- ✓ Providing affordable, reliable, and accessible transportation options that connect people to essential services, jobs, and education.
- ✓ Ensuring that the transportation systems consider the needs of all users, including the elderly, people with disabilities, and those living in remote or underserved areas.
- ✓ Equitably distributing resources for transportation infrastructure to prevent any community from being disproportionately underserved or affected by transportation projects.
- ✓ Minimizing the environmental impacts of transportation systems, ensuring that no group bears a disproportionate share of negative consequences, such as pollution and noise.

# SECCAP: Overview

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**Objective:** Assess and eliminate transportation barriers to reconnect communities via equitable, multimodal solutions

**Partners:** DOT&PF, AML, and Federal Land Management Agencies

**Focus Areas:** Multimodal planning, community engagement, integration with state planning

**Process:** 2-year timeline consisting of stakeholder engagement, information gathering, and development of deliverables



# SECCAP: Deliverables

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**GIS & Data Portal:** Enhancing the understanding of current transportation disparities, facilitating data-driven decision-making, and promoting transparency in impact.

**Transportation Framework:** Evaluation and Best Practices, with Implementation Guide to equip planners, policymakers, and community stakeholders with tools to assess and enhance transportation planning and implement changes.

**Transit Plan:** Evaluation and Best Practices, with Implementation Guide to better ensure all Alaskan communities, especially those that are marginalized or geographically isolated, have reliable and affordable access to public transit.



# SECCAP: Conversations with Local Governments Stakeholders & Recurring Themes

**What unique geographic and cultural challenges does Alaska face that impact transportation equity?  
What specific transportation needs are currently not being met for these communities?**

## Accessibility

- Specific Community Needs
- Interconnections

## Inclusive Planning and Engagement

## Maintenance, Operations, and Sustainability

- Ongoing Maintenance vs New Projects
- Workforce Development

## Funding & Resources

- Equitable Funding Mechanisms
- Federal and State Involvement

## Access to Broadband

## Cost and Logistical Challenges

## Addressing Data Gaps





# Alaska Department of Transportation & Public Facilities

## SEC Transportation Symposium

Sarah Cripe- Waterways Planner

13 February 2025

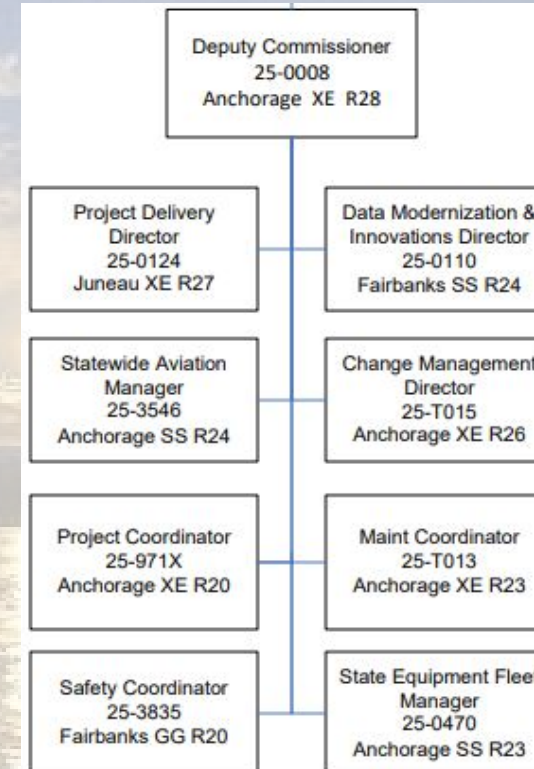
# Introduction

## Waterways Planner (New Position April 2024)

- Project Delivery
- Supervisor:  
Eric Taylor-Multimodal Chief

## Duties

- Administer Harbor Facility Grant
- Development of Waterways Plan
- Assist with Development of Discretionary Grant Opportunities
- AMHS Liaison



# Community Funding Opportunities

- Community Transportation Program (CTP)
- Transportation Alternatives Program (TAP)
- Ice Roads & Seasonal Roads Maintenance Program
- Recreational Trails Program
- Winter Trail Marking
- Harbor Facility Grants Program
- Federal Discretionary Programs

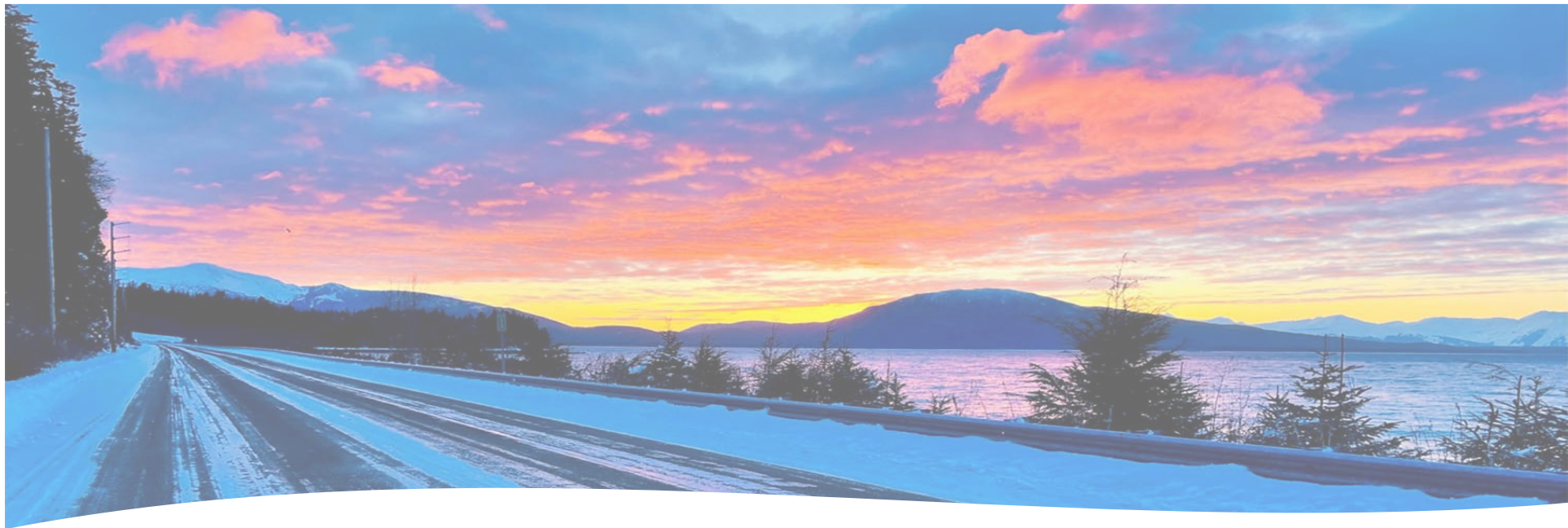


Photo Credit: Andrea Deppner, DOTPF North Douglas Highway

# Community Funding Opportunities, cont



- **MUNICIPAL HARBOR GRANTS PROGRAM**

- **Background**

- Legislation passed in 2006 (AS 29.60.800)
- 50% matching grant program
- Funded on an annual basis at the discretion of the Alaska Legislature
- Projects locally inspired and managed
- Competitive Process – Project Evaluation Committee evaluates and ranks projects

- **Purpose**

- Provides financial assistance for construction ready harbor improvement projects
- Furthers the sustainability of Alaska's public harbor system
- Recapitalizes local government's harbor infrastructure

- **Process**

- Funded on an annual basis at the discretion of the Alaska Legislature
- Projects locally inspired and managed
- Competitive Process – Project Evaluation Board evaluates and ranks projects



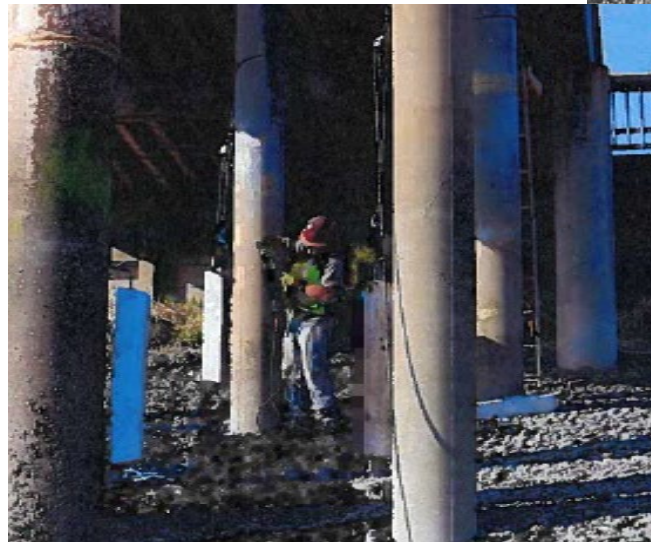
# Important Reminders



- It is important for projects to timely move through the cycle to demonstrate to legislature the need for and impact of funding.
  - Demonstration of match funding required.
  - Program does not cover planning or design.
  - Grant Agreement Development – Up to 6 months following award. Grant Agreement requires competitive bid results.
  - Project Construction and Completion – 1-2 years following award.
- This supports continued funding of the program!

# Homer Harbor Cathodes Project

Furnish and install a complete operating sacrificial anode cathodic protection system on the unprotected steel piles of the Homer Harbor float systems.



# Federal Funding Opportunities

## **MARAD=Maritime Administration Rural Programs and Resources**

MARAD has several resources and programs that can be utilized to support rural development activities. These programs are outlined below.

**Port Infrastructure Development Program**-a discretionary grant program administered by MARAD. Project funds are awarded on a competitive basis for projects that improve the safety, efficiency, or reliability of the movement of goods into, out of, around, or within a port. Funding for the PIDP is typically appropriated on a year to year basis.

**Small Shipyard Program**-designed to support small shipyard projects that make capital and related improvements or provide training for workers in shipbuilding, ship repair, and associated industries. Small shipyard projects support efficiency and economic competitiveness of the domestic shipbuilding industry and many small shipyards are located in rural areas. Small shipyard grants are capped at 75 percent of a project's estimated cost and are available only to facilities with fewer than 1,200 production employees.

**Port Planning & Investment Toolkit**-MARAD's Port Planning & Investment Toolkit (toolkit) is an easy-to-read resource that covers several analytical tools and methods that can be used to plan, fund, construct, and operate port and maritime related infrastructure and services.

**United States Marine Highway Program** - a discretionary grant program for projects that provide a coordinated and capable alternative to landside transportation or that promote marine highway transportation. The Marine Highway system currently includes 31 designated Marine Highway Routes.

MARAD Gateway Administrator: Xochitl Castenada

[xochitl.castaneda@dot.gov](mailto:xochitl.castaneda@dot.gov)

(202) 494-4564

# Federal Funding Opportunities

**ROUTES Initiative (Rural Opportunities to Use Transportation for Economic Success)** - ROUTES provides resources and technical assistance for rural stakeholders to help address unique rural infrastructure challenges and establish strong rural transportation networks that are essential to meeting our Nation's safety and economic competitiveness goals.

[Rural Opportunities to Use Transportation for Economic Success \(ROUTES\) | US Department of Transportation](#)

**DOT Discretionary Grants Dashboard**- provides communities with an overview of discretionary grant opportunities that can help meet their transportation infrastructure needs. Designed with all communities in mind, the Dashboard identifies grant programs with rural and Tribal set-asides or match waivers available.

[DOT Discretionary Grants Dashboard | US Department of Transportation](#)

**Federal Land Management Agencies: Alaska Federal Lands Access Program (FLAP)**

The next Request for Proposals for the Alaska Federal Lands Access Program will be in Feb/March of 2025. Approximately \$69.5 million Federal Lands Access Program funds have been obligated in Alaska.

[Alaska Federal Lands Access Program | FHWA](#)

TIPS:

- Be willing to partner!
- AML is a resource. Consider inputting your project into the Transportation Funding Opportunity HUB. This is a partnership with DOT&PF and AML.

[Transportation Funding Opportunity Hub \(arcgis.com\)](#)

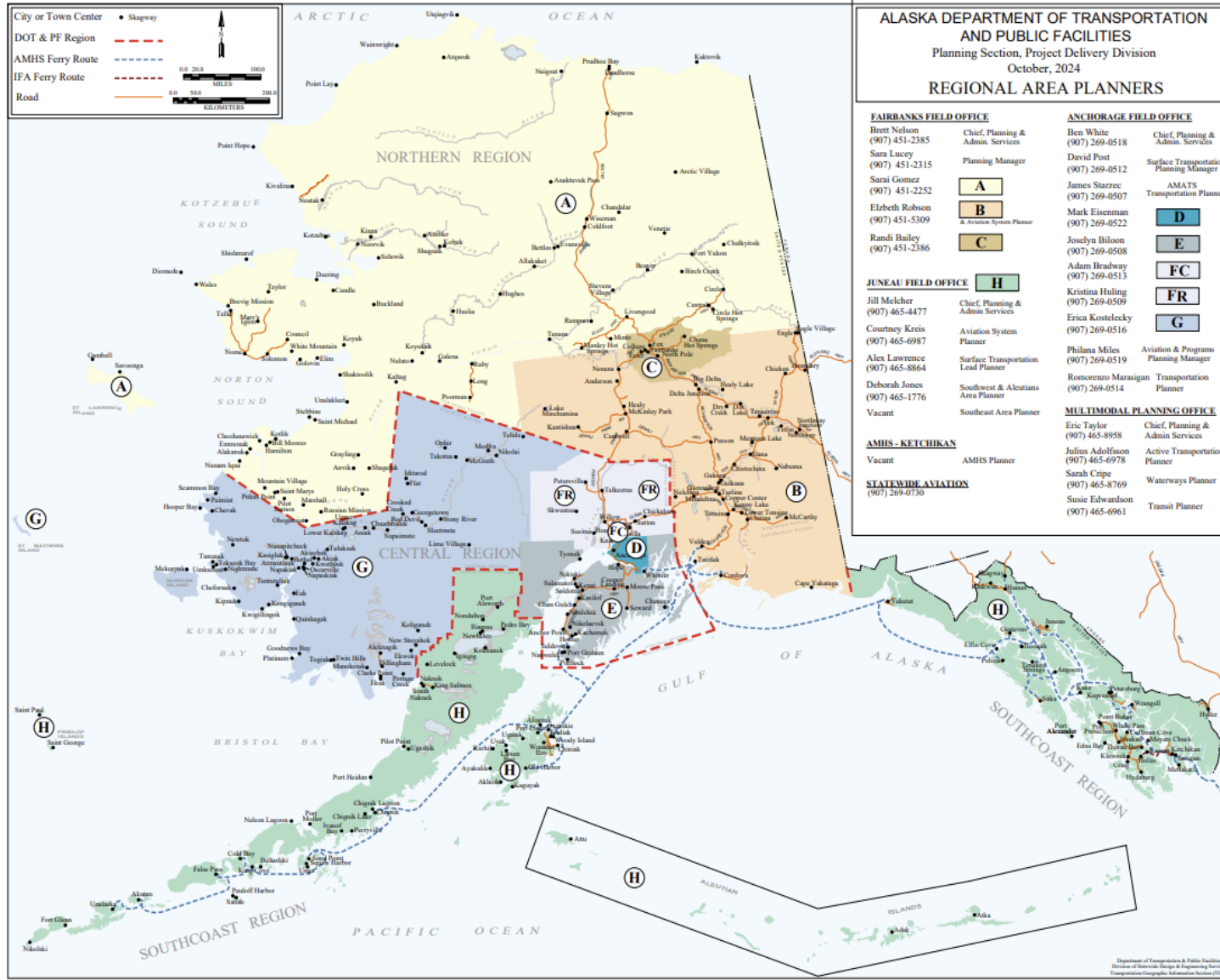
- Be innovative and think outside of the box

# Federal Funding Opportunities



- **Congressionally Delegated Spending (CDS)**
- The annual appropriations process is lengthy, with uncertain timing, and there is no guarantee that Congressionally Directed Spending requests will ultimately be included in the FY 2026 spending bills. Due to nuanced eligibility criteria and limited available funds, many requests will not move forward, and not all projects chosen to advance will ultimately receive funding.
- The portal for FY26 requests is open from January 2, 2025 to **February 14, 2025**.
- Some Appropriations Subcommittees require a cost-match. If your project falls within one of these accounts, you must be able to meet the cost-match. Cost-match can range from 25% - 75%
- Senator Murkowski will once again consider CDS project proposals from eligible recipients
  - <https://www.murkowski.senate.gov/appropriations-and-cds-request-page>

# Additional Resource: AK DOT&PF Planners



Department of Transportation & Public Facilities  
Division of Strategic Design & Engineering Services  
Transportation Geographic Information System (GIS)

# SFY26 APPLICATIONS RECEIVED

Project Name	Tier	Score	Legislative District	Total Project Cost*	Local Match (50%)	State Match (50%)
City of Unalaska: Robert Storrs Harbor	II	138.7	37	\$14,058,741	\$6,695,000	\$5,000,000
City and Borough of Sitka: Eliason Harbor	II	113.5	35	\$1,119,800	\$879,392	\$240,408
City and Borough of Juneau: Aurora Harbor Drive Down Float	II	101.2	33	\$13,942,502	\$1,394,250	\$1,394,250
City and Borough of Juneau: Statter Harbor	II	97.7	33	\$1,000,000	\$500,000	\$500,000
				<b>\$30,121,043</b>	<b>\$9,468,642</b>	<b>\$7,134,658</b>

\* Reflects funding from other sources

- City of Pilot Point requested funds for dredging which are not eligible under this grant.
- City and Borough of Juneau received a waiver to pursue funding for Aurora Harbor Drive Down Float



A light blue map of Alaska is centered in the background of the slide. A dark blue horizontal bar is overlaid across the middle of the map.

# Questions?

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**Waterways Planner**  
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[SARAH.CRIPE@ALASKA.GOV](mailto:SARAH.CRIPE@ALASKA.GOV)