

Roads and Highways Advisory Board Meeting

April 24th, 2018 – 9:00 AM – 4:00PM

2720 Picket Place, McKinley Building

Room T2

Conference Telephone

Phone #: 1-800-315-6338

Access Code: 89941#

Board Members: John Baker, Scott Eickholt, Donna Gardino, Daniel Hall, Anton Johansen, Harry McDonald, Howard Thies

1. Call to Order
 2. Board Roll Call to Establish Quorum
 - a. Welcome and Introduction of other participants
 3. Phone Roll Call and Introduction of Those Present
 4. Approval of Agenda
 5. Approval of Minutes
 6. Public Comments (3 minutes per speaker)
 7. Chair's Remarks
 8. Roads and Highways Advisory Board Admin Order / Operating Charter
 9. Commissioner Luiken
 - a. Buy America Act – Tustumena Ferry, a good investment of highway dollars?
 - b. Policy for Legislature to set capital budget by end of fiscal year
 10. Amanda Holland
 - a. State Motor Fuel Tax
 - b. State Infrastructure Tax for Deferred Maintenance
 - c. Insources/Outsources - Design and Construction Management
 - d. Cost of Maintenance Stations (In response to Taylor Highway letter from David Likins)
-
1. Board Comments
 2. Next Meeting – teleconference TBD
 3. Adjourn

State of Alaska

Roads and
Highways
Advisory
Board

**Operating
Charter**

Draft April 24th, 2018

1. **Purpose.** This Operating Charter is adopted for the purpose of facilitating the orderly conduct of meetings and business of the Roads and Highways Advisory Board, hereinafter “Board”, providing for continuity of leadership, and establishing a structure for the effective discharge of the Board’s duties and responsibilities under Administrative Order #287, dated September 7, 2017. Nothing contained within this Operating Charter shall be deemed to supersede or replace the provisions of Administrative Order #287.
2. **Specific Objectives and Purposes of the Board.** The Board is established by Administrative Order #287, signed by Governor Bill Walker on September 7, 2017. The Administrative Order sets out the purpose of the Board as follows:

To provide recommendations to the Governor and the Commissioner of Transportation and Public Facilities on public policy related to the Department’s powers and duties with respect to State Highways functions as requested by the Governor. The Board’s focus include:

- *Highway construction: impacts, methods, efficiencies, and related matters;*
- *Equipment use: construction, maintenance, operations, and related matters;*
- *Deferred maintenance: coordination process improvement, public outreach, and related matters;*
- *Capital spending: coordination, process improvement, public outreach, and related matters;*
- *Identification of other critical needs in the State’s road and highway transportation infrastructure.*

The Board may hold public hearings under the Open Meetings Act (AS 44.62.310-44.62.312) and use other means to solicit information from the public and other interested persons necessary to carry out their advisory functions.

Records of the advisory boards are subject to AS 4025.11040.25.120

3. **Membership.** Per Administrative Order #287 the membership of the Board shall consist of 7 persons, appointed by the Governor of the State of Alaska. The public members should be seated to provide geographic diversity and attempt to represent as many of the following constituencies as practicable:

- a. The commercial trucking industry;
- b. The highway related travel or tourism industry;
- c. The heavy construction industry,
- d. Municipal planning organizations or rural service areas;
- e. Urban areas;
- f. Rural or tribal area; and
- g. Other constituencies the Governor deems appropriate.

The Board may invite non-voting participation from representatives of other state and federal government agencies, as it considers appropriate to the conduct of the business of the board.

4. **Compensation of the Roads and Highways Advisory Board Members.** Members of the Board are not entitled to receive compensation for service on the board, but are entitled to per diem and travel expenses from the State of Alaska, as authorized by law for boards and commissions.
5. **Meetings.** The Board shall meet quarterly but may meet more frequently at the discretion of the Commissioner. All meetings will be open to the public and shall be noticed to the public in accordance with Alaska State Law.

Special meetings may be called by the Commissioner, or his/her designee, or by the board Chair. At least five calendar days prior to the date of the special meeting, notice of all special meetings shall be delivered principally by mail, but may be provided to members by other means such as facsimile, e-mail, or telephone. All notices of special meetings shall include an agenda and statement of the purpose of the meeting.

6. **Quorum.** A quorum shall consist of a simple majority of the members of the Board. Members shall be considered present if they are physically present at the meeting location, or present by means of electronic or telephonic communications. No business shall be considered by the board at any meeting at which the required quorum is not present at all times, and the only motion which the presiding chair shall entertain at such meeting is a motion to adjourn.
7. **Majority Action as Board Action.** Every act done or made by a simple majority affirmative vote of all board members (four affirmative votes) at a meeting at which a quorum is present is an act of the Board.

From time to time, it may become necessary for the Board to take action on unanticipated, time-sensitive matters. In such instances, the Commissioner or the Chair shall cause all board members to receive, either by hand delivery, mail or electronic means, written explanation of such action, the urgency thereof, and any draft resolution or other instrument of considered board action. Such materials shall be provided at least 48 hours in advance of any meeting or discussion of said action by the Board. The Chair shall cause a telephone or electronic vote of the Board to occur, at which one of two actions may be taken:

- 1) The board may record individual members vote on the action at hand; or
- 2) The board may elect to defer the action until a regular or special meeting can be noticed and convened. Decision by the Commissioner or Chair to invoke this provision of the

Operating Charter must be accompanied by documentation of the urgency of the matter at hand requiring board action, and the extenuating circumstances precluding the convening of a meeting under the provisions of Article 5 of this Operating Charter. Such documentation shall become part of the permanent record of any such action taken by the Board on the urgent matter.

8. **Proxies.** Board members shall not assign a proxy to another board member. Board members who expect to be absent from meeting at which a vote will be taken on one or more matters of business before the board may provide the Chair and/or staff with a written statement of their position on the issue(s) being considered. The Chair shall cause any such written statement to be provided to all board members present at the meeting (including those attending by electronic or telephonic means), and such statement shall become part of the official written record of the meeting.
9. **Conduct of Meetings.** Meetings of the Board shall be presided over by the Chair of the Board, or in his or her absence, by the Vice-Chair of the Board or, in his or her absence, by a Chair chosen by a majority of the members present at the meeting. Staff of the State of Alaska Department of Transportation and Public Facilities (DOT&PF) shall act as recording secretary at all meetings of the Board; in the absence of such staff, the presiding officer shall appoint another person to act as secretary of the meeting.

Board action will be taken by a simple majority affirmative vote of all board members (four affirmative votes). The Board may elect to invoke Robert's Rules of Order as necessary, insofar as such procedures are not inconsistent with or in conflict with provisions of the law.

To facilitate effective public participation and to preserve proper decorum of meetings, the board may specify time limits on public testimony at meetings of the Board. Such time limits will be specified and announced at the commencement of the designated public comment period during each meeting.

10. **Officers.** The officers of the Board shall be Chair, and Vice-Chair. The Vice-Chair shall be selected by the Board, with concurrence by the Commissioner. The Board may also have other officers with such titles and duties as may be determined from time to time by resolution of the Board. Any member of the Board may serve as an officer. No member of the board shall hold more than one office at the same time.
11. **Attendance.** Absences of a board member from two regular quarterly meetings in a calendar year shall constitute cause for removal from the Board. In the event that a member is absent from two regular quarterly meetings, the Chair may, with the concurrence of the Board, recommend to the Governor the removal of that member and the appointment of another member to fulfill the member's unexpired term.
12. **Resignation.** An officer may resign at any time by providing written notice to the Commissioner. Any such resignation shall take effect on the date of receipt of such notice, or at any later date specified therein, and unless otherwise specified in the notice or required by other provisions of this Operating Charter, the acceptance of such resignation shall not be necessary to

make it effective.

13. **Duties of Chair.** The Chair shall be the chief executive officer of the Board and shall, subject to the control of the Board, have responsibility for general supervision and control of the affairs of the Board and the activities of its officers. The Chair shall perform all duties incident to his or her office and such other duties which may be required by law, this Operating Charter, or which may be prescribed from time to time by the Board. The chair shall preside at all meetings of the Board, except as otherwise provided under this Operating Charter. The Chair shall, in the name of the Board, execute such documents, resolutions and other instruments which may from time to time be authorized by the Board, except as otherwise expressly provided by law. The Chair shall have the authority to establish special purpose committees and task forces and to appoint members of such committees and task forces. The Chair shall also establish an agenda for each meeting of the Board with concurrence by the Commissioner. The chair shall act as principal spokesperson for the Board in its communications with the public and the Commissioner. Board members may brief statewide, regional or local organizations, as requested, with approval of the Chair or office of the Commissioner.
14. **Duties of Vice-Chair.** In the Absence of the Chair, or in the event of his or her inability to act, the Vice-Chair shall perform all of the duties of the Chair, and when so acting shall have all the power of, and be subject to all the restrictions, on the Chair. The Vice-Chair shall have other powers and perform such other duties as may be prescribed by law, this Operating Charter, or by the Commissioner.
15. **Standing Committees.** The Board shall establish such standing committees it deems necessary. Committee members shall be appointed by the Board Chair, at the next regularly scheduled meeting, and shall serve for a term of one calendar year.
16. **Special Committees and Task Forces.** The Board shall have such other special committees or task forces for such other purposes as may, from time to time, be designated by the Commissioner, the Chair or the Board. Committees shall consist of persons who are members of the Board. Task forces may consist of a combination of persons who are and those who are not members of the Board, except that in no instance shall non-board members constitute a majority of the members of a Board task force. Task forces shall act in an advisory capacity to the Board. The function of each special committee and task force shall be reviewed annually at the board meetings, and determination made at the time whether to continue the special committee or task force for an additional year.
17. **Governance of Committees.** The Chair of the Board shall appoint a Chair and Vice-Chair of all committees and task forces whose responsibilities shall parallel those set forth in this Operating Charter for the Chair and Vice-Chair of the Board. Meetings and actions of committees and task forces shall be governed by, noticed, held, and taken in accordance with the provisions of the Operating Charter concerning meetings of the Board, with such changes in the context of the Operating Charter provisions as are necessary to substitute the committee and its members for the Board and its members. The Board may also adopt rules and regulations pertaining to the conduct of committee meetings to the extent that such rules and regulations are not inconsistent

with the provisions of this Operating Charter. Staff will publish a public notice containing a schedule of committee, task force and Board meetings, together with a list of contact persons for each.

18. **Ethics.** Board members shall comply with the provisions of the *Alaska executive Branch Ethics Act*, (Code of Ethics) cited as AS 39.52. Upon appointment to the Board, new members will be supplied by staff with copies of the Act, and a copy of the Ethics Disclosure Form.

In accordance with AS 39.52.220, all Board members are responsible for making declaration of any interest of activities which could result in a violation of the Code of Ethics. This disclosure must be presented, in writing (preferably using the Ethics Disclosure Form) to the Board Chair. Disposition of the declaration will follow the provisions of AS 39.52.220. An opportunity will be provided at the beginning of each Board meeting for members to verbally declare any conflict of interest they may have with respect to any agenda items, and for the Board Chair to rule on such declarations.

The Board Chair may, at his/her discretion, appoint an Ethics Committee to assist in the review of ethics matters, and to provide advice to the Board Chair. However, ultimate authority and responsibility for ruling on ethics matters involving Board members rests with the Board Chair. If a member of the Board objects to the ruling of the Chair, or if the ethics matter involves the interests of the Board Chair, the matter shall be decided by a majority vote of the Board. The affected Board member shall abstain from this vote.

In no case shall the provisions of the section supersede or negate the requirements and provisions as AS 39.52.

19. **Conflict Resolution.** The members of the Board shall make every effort to resolve conflicts within the meetings of the Board. In the event that outside support is necessary to resolve conflicts, the Chair shall request that the DOT&PF provide adequate support to ensure a timely resolution.
20. **Adoption and Amendments.** The power to adopt, alter, amend or repeal this Operating Charter is vested in the Board at any regularly scheduled meeting of the Board

Motor Fuel Tax Background

Background:

Alaska levies a motor fuel tax on motor fuel sold, transferred, or used within Alaska. The Division collects motor fuel taxes primarily from wholesalers and distributors that hold "qualified dealer" licenses issued by the Department. There are four basic types of motor fuel taxes: diesel, gasoline, aviation, and gasohol. End users can claim an exemption from this tax and receive a refund if the motor fuel was used for exempt purposes (like in state vehicles).

Tax Rates and Proposed Increase:

The tax increase will double motor fuel taxes in FY2018 and triple them in FY2019. After these increases Alaska's tax rates will be near the average tax of all 50 states and DC.

Motor Fuel Tax Rates (Cents Per Gallon)			
Tax Type	Current Tax Rate	FY2018 Tax Rate	FY2019 Tax Rate
Highway Fuel	\$0.08	\$0.16	\$0.24
Marine Fuel	\$0.05	\$0.10	\$0.15
Aviation Gasoline	\$0.047	\$0.094	\$0.141
Jet Fuel	\$0.032	\$0.064	\$0.096

Revenue will increase significantly over the next 2 years as the tax increase is phased in.

Projected Motor Fuel Tax Collections (In Millions)			
	Aviation Fuel	Highway & Marine Fuel	Total Collections
FY2017	\$4.7	\$35.5	\$40.2
FY2018 (Rates Double)	\$9.3	\$71.4	\$80.7
FY2019 (Rates Triple)	\$13.9	\$107.9	\$121.8

Aviation Fuel Tax:

Due to the federal restrictions, all revenue derived from aviation must be used on airport purposes. The increase in aviation gasoline and jet fuel revenues is dedicated for use on airports. Currently the state spends over \$28 million per year operating the 242 airports that it owns. The general funds being used to subsidize these airports can be replaced with aviation fuel tax proceeds to keep airports open.

Motor Fuel Tax Fund:

In addition to the tax increase, the Governor's legislation proposes depositing all revenues from the motor fuel tax into a new Transportation Infrastructure and Maintenance fund. This fund will be used for airport, highway and Alaska Marine Highway System operations and maintenance.

Where Does the Money Go?	Total Collection in Millions	Percent of Total Tax (all types)	Source	Approx Total UGF Budget in Millions	% of Gap Bridged
Airport Operations & Maintenance	\$ 9.2	12%	100% of Aviation Gasoline Tax 100% of Jet Fuel Tax	24	39%
Central Region Highways & Aviation	\$ 2.8				
Northern Region Highways & Aviation	\$ 4.8				
Southcoast Region Highways & Aviation	\$ 1.6				
Highway & Road Maintenance	\$ 62.5	78%	94% of Highway Motor Fuel Tax 50% of Marine Fuel Tax	73	86%
Central Region Highways & Aviation	\$ 19.1				
Northern Region Highways & Aviation	\$ 32.1				
Southcoast Region Highways & Aviation	\$ 11.2				
Roadway Safety	\$ 1.5	2%	2.4% of Highway Motor Fuel Tax	1.5	100%
Department of Public Safety - Alaska Bureau of Highway Patrol	\$ 1.5				
Transit / Buses	\$ 2	2%	3.2% of Highway Motor Fuel Tax	2	100%
Coordinated Transportation Services for Elderly/Disabled (Capital Budget)	\$ 1				
Public & Community Transportation State Match (Capital Budget)	\$ 1				
Marine Transportation	\$ 5.1	6%	50% of Marine Fuel Tax	88.7	6%
Marine Highway System - Marine Vessel Operations	\$ 2.4				
Grant to Inter-island Ferry Authority (Ketchikan/Hollis route)	\$ 0.3				
Municipal Harbor Facility Grant (Harbor Repair)	\$ 2.5				

Appendix:

History of Legislative Actions to Motor Fuel:

The motor fuel tax dates back to 1945 when the legislature imposed a tax of \$0.01 per gallon on all motor fuel. Over time, the legislature enacted separate tax rates for each of the fuel types as they exist today. Motor fuel tax rates have changed as in the table on the following page.

1994 - The legislature enacted a tax decrease for bunker fuel. The tax rate decreases from \$0.05 to \$0.01 per gallon on bunker fuel sales exceeding 4.1 million gallons. The tax decrease expired on June 30, 1998.

1997 - The legislature repealed the gasohol exemption. The legislature enacted a provision that reduces the tax on gasohol from \$0.08 to \$0.02 per gallon in areas and at times when the use of gasohol is required. However, gasohol has not been required since the winter of 2002-2003 and gasohol is currently taxed at the full tax rate of \$0.08 per gallon.

- Legislation was also passed that fully exempted gasohol blended with at least 10% alcohol derived from wood or seafood waste. The legislation expired on June 30, 2004.

- The legislature expanded the foreign flight exemption to include flights originating from foreign countries in addition to the existing exemption for flights with a foreign destination. The legislation included a permanent exemption for bunker fuel (residual fuel oil known as #6 fuel oil) which nullified the 1994 bunker fuel tax rate reduction.

1998 - The legislature authorized taxpayers to take a "bad debt" credit for sales deemed to be worthless and for sales to persons who filed bankruptcy. The provision expired July 1, 2008.

2003 - The legislature enacted legislation that made it easier for the state to issue motor fuel excise tax refunds for credit card purchases made by federal, state, and local government agencies.

2004 - The provision that exempted gasohol blended with at least 10% alcohol derived from wood or seafood waste from the motor fuel tax expired on June 30, 2004. Currently all gasohol is taxed at the rate of \$0.08 per gallon.

2008 - In special session, the legislature suspended the motor fuel tax on all fuel types effective September 1, 2008 through August 31,

2009 - Motor fuel distributors were required to file monthly reports of all fuel sales during the period of suspension.

2009 - The motor fuel tax was reinstated effective September 1, 2009.

DOT&PF carefully manages a multi-year capital program that depends very specifically on a 1 July infusion of match monies.

The Alaska contractor community plans and organizes around a predictable and stable timeline. They check the DOT&PF Tentative Advertise listing on the website and expect DOT&PF to bid projects in the fall that go to construction in the spring.

Delay to Capital Budget is unprecedented and results in impacts and risks to myriad stakeholders, in a number of areas, on both short and longer term timelines. The following summary addresses known impacts and articulates most likely risks to contracting community, Alaskans, and DOT&PF.

Short Term Impacts:

To Contracting Community:

- Changes to ongoing construction projects with financial impacts cannot be accomplished without state matching funds. This creates uncertainty for both the contracting community and DOT&PF staff.

To Alaskans:

- Ongoing construction projects may be delayed, even to the next year's construction season creating safety concerns, prolonged impacts to businesses near the construction, and extends impacts to mobility for the traveling public.

To DOT&PF:

- Reactive capital program management. Redirection of effort to funded projects and slipping of schedules for yet to be funded phases of priority projects.
- AMHS will have US Coast Guard vessel certification issues due to shortage of annual vessel overhaul funding in the Capital Budget.
- The Tustumena Replacement project is a bid ready project included in the 2018 Capital Budget. The Capital Budget includes both authority to spend Federal funds and state matching funds from the Vessel Replacement Fund. This project cannot be advertised without inclusion in an approved Capital Budget.

Short Term Risks:

To Contracting Community:

- Abnormal delays have ripple effects over a Contractor's portfolio of projects. Timing of orders, prices paid for orders, availability of specialized skill sets to match against project schedules, can very negatively impact contractor operations, and therefore their workforce, and therefore their bottom line

To Alaskans:

- Further erosion of public's confidence in government

To DOT&PF, including AMHS:

- Delay of the Tustumena Replacement project will result in the AMHS potentially investing more scarce capital funds into annual overhaul on the Tustumena to ensure safe operations on the Southwest Route.
- Continued perception by Alaskans that DOT&PF does not proactively manage and deliver capital improvement projects on a schedule accountable to public expectations.

Longer Term Impacts: The Alaska contractor community plans and organizes around a predictable and stable timeline. They expect DOT&PF to bid projects in the fall that will go to construction in the spring. As the delay of an approved Capital Budget increases there is a growing potential for the contracting community to look elsewhere for work to protect their investments in human resources and equipment.

To Contracting Community:

- No capital budget for extended time means fewer project DOT&PF will put out to bid in the fall. This translates to fewer in-state options for contractors who will likely look out of state for work.

To Alaskans:

- Fewer projects means reduced opportunity for in-state construction workforce. Could also mean DOT&PF paying higher prices as smaller contractor pool decreases competition, meaning less for more for Alaskans.
- Projects expected and highly anticipated may be delayed a year or more.

To DOT&PF, including AMHS:

- DOT&PF has never lapsed obligation authority provided through the Federal-aid Highway Program. A delayed Capital Budget has the potential to create a dynamic where projects prioritized in the STIP are not ready for construction. In order to prevent a lapsing of obligation authority, lower priority, less complex pavement projects could be identified to use the available funds. This further erodes the capital improvement program as the priority needs are left unmet and ultimately these priority projects will cost more in the future.

Longer Term Risks:

To Contracting Community:

- The potential for fewer construction projects ready for advertisement creates risk in the stability of the contractor community in Alaska. With fewer construction projects funded and approved there will be less work available and will push contractors to look for work in other sectors. This could include work in other states or work in other segments of the Alaska economy if possible.

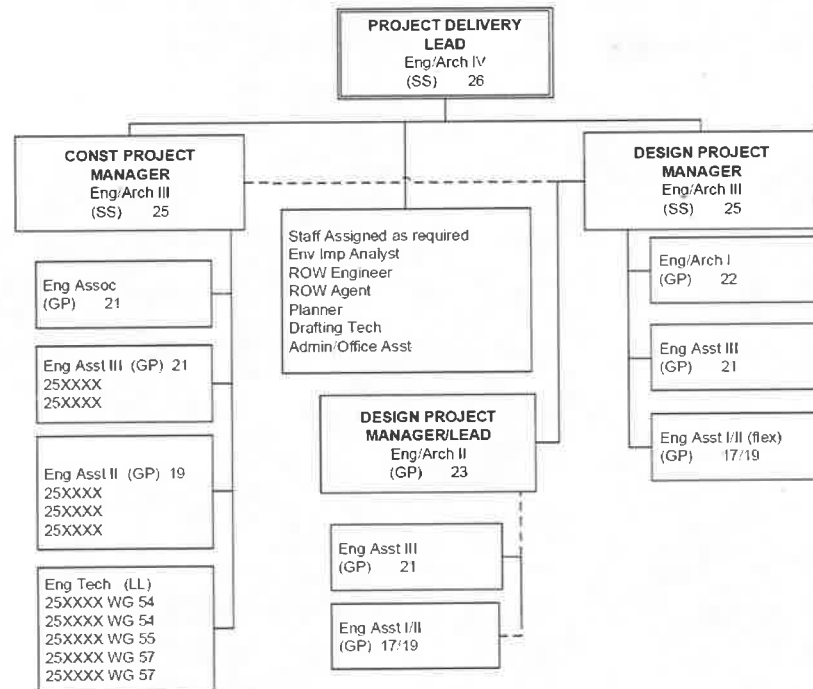
To Alaskans:

- The construction projects that DOT&PF funds provide a significant investment in the overall economy of the State and can provide a significant boost to local economies. Fewer projects or lapsed funding is an opportunity lost for economic growth impacting other segments of the economy as the wages paid to employees turn over in the local economies several times.

To DOT&PF, including AMHS:

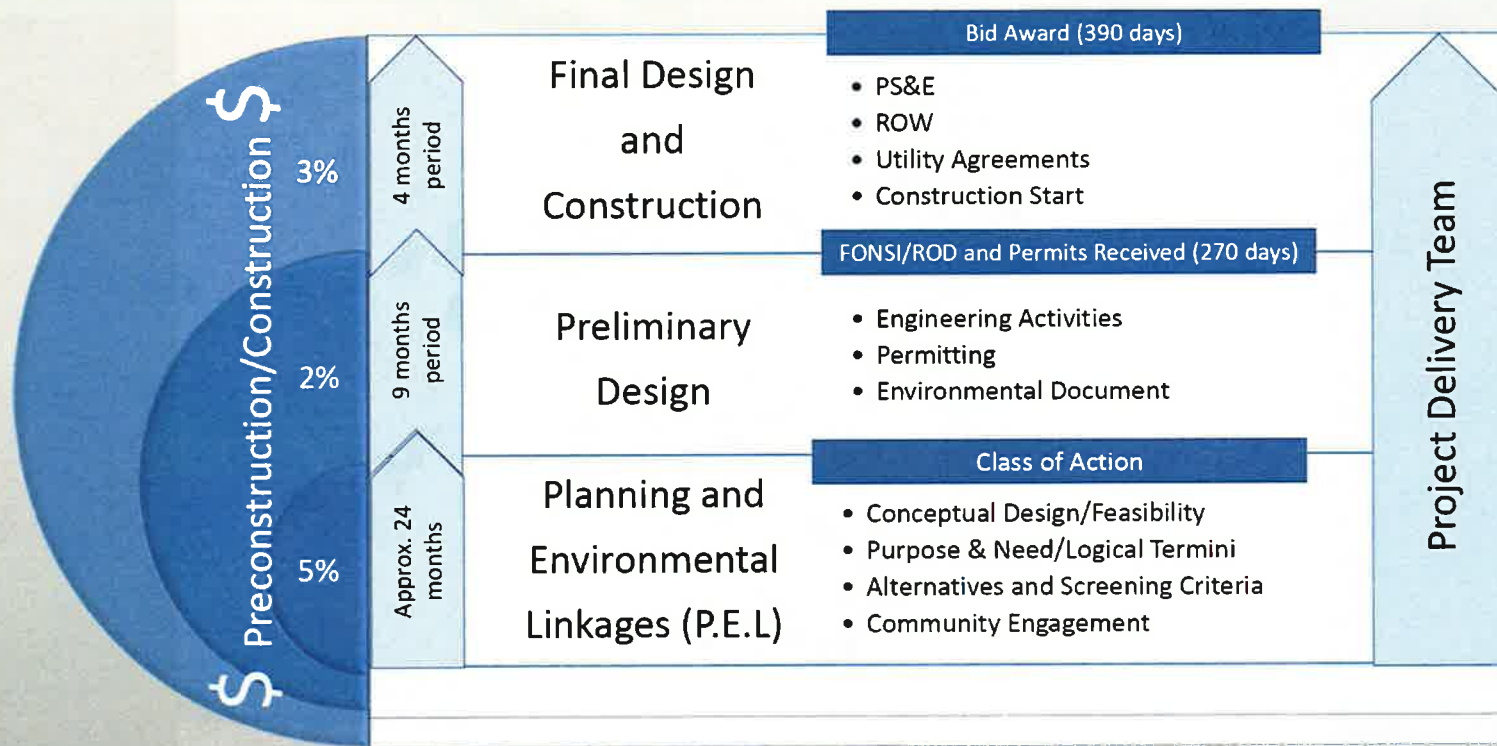
- The downstream effects of a delayed Capital Budget creates a potential Federal-aid Highway funding lapse situation in FFY2018 or beyond. This is due to project phase delays in design and ROW acquisition that will impact the ability to deliver construction phases according to our current schedules.

Project Delivery Teams

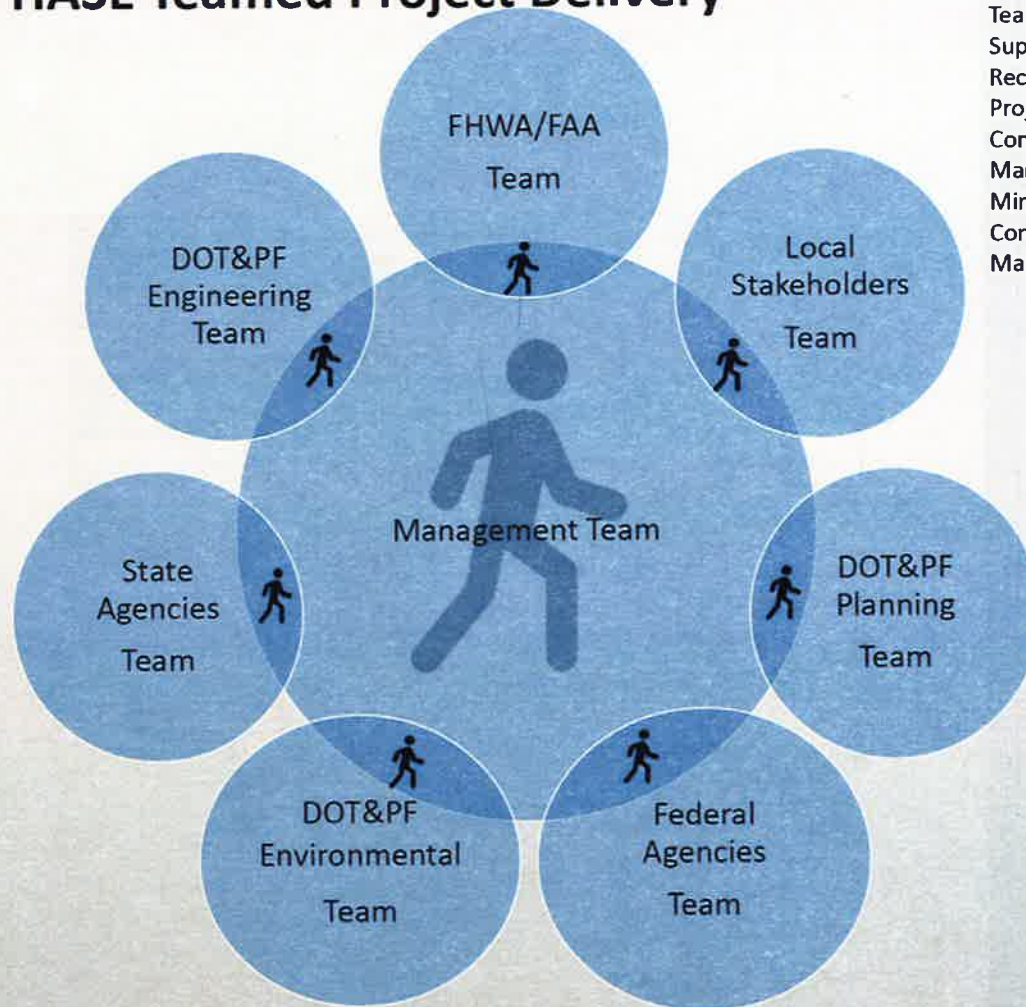


Workload:
 20-30 Active Design Projects
 5-10 Construction Projects
 50%-70% Consult out rate

Teaming in Construction for Time and Cost Savings



PLANNING PHASE Teamed Project Delivery



Management Team's Role

DOT&PF staff and/or contractors;
Team alignment and facilitation;
Support to all team members;
Recognize & remove impediments;
Project work & Collaboration;
Community engagement;
Manage resources, time, and cost;
Minimize handoffs;
Construction management; and
Manage technical reviews-QA/QC.



From: [david likins](#)
To: [Weideman, Brittany M \(DOT\)](#); [Bailey, Meadow P \(DOT\)](#)
Subject: My comments, on the Taylor highway
Date: Wednesday, February 21, 2018 4:09:23 PM

My name is David Likins. Thank you for allowing me to address this board. I have lived along the Taylor Highway for 45 years. I also worked for DOT for 13 years. I was the lead man out of the O'Brien Creek Maintenance Station, so I understand the public need, and what is required to meet those needs.

The Taylor Highway is one, of two roads leading into mainland Alaska.. Over the years the Taylor Highway has seen much greater use. During the summer months I have seen bumper to bumper motor homes for miles. There is also heavy fuel tanker traffic using the Taylor to haul fuel into Dawson.

Over the years the Taylor Highway has seen improvements, and upgrades, but this hasn't kept up with the growing use. It's time that the Taylor highway become a higher priority for DOT.

To that end, I'd like to make a few points, and comments.

It has been the policy to close the boarder at Poker creek at 8 pm all summer long.

A big improvement for public safety would be to require fuel tankers to only run the Taylor at night when the gates are closed to the public. Better for the traveling public, better for the tanker drivers.

The current policy is to have the only 2 Stations left on the Taylor (O'Brien creek was closed) to work 37.5 hours a week, which is 3- 10's, and a 7.5 hour day. So for 3 days, there's is no coverage. Which means that if there's an issue, people will have to be called out on overtime to deal with it. This is not good policy. Leads to more expense, poor maintenance, and public hazards... Small issues, become large, by the time a crew is called out, and ready to work.

A better policy would be to reopen the O'Brien creek camp, and have the South Fork camp and O'Brien creek camp go to a week on a week off. This would result in a 7 day coverage, less money spent on overtime, and much better public safety. The O'Brien creek camp was closed to save money, but that hasn't been the result. These camps can be shutdown on the off week.

Which as far as money spent on camps, it would be the same, as having only South Fork running

7 days a week, 24 hours a day, from April to Mid October.

Another aspect of closing the O'Brien creek station was that both Eagle, and South fork maintenance sections were expanded to cover the area covered by

O'brien creek. Now both stations have to go 50 miles to just do a road check. (100 miles round trip) Then, take a grader or other equipment back 50 miles to fix the plugged ditch, slide etc. (another 100 miles).

This is a waste of time and money, leading to poor maintenance coverage.

The Taylor Highway also travels through the heart of the Fortymile Mining District. There are roughly 100 family mines that depend on the Taylor for access.

We have convinced DOT to ensure that the road is open by April 1st. This is a good start, but still leaves only a short window to haul fuel and equipment while the rivers, and ground are still frozen. (as required by law)

Maintenance is stopped on October 15th. Most of the locals are just wrapping up their years work by then. So, when we need to go get supplies, medical, or whatever we are traveling without a maintenance crew on the road.

If improved infrastructure, greater economy, and better public service are the goals,

along with the above mentioned suggestions. I'd like to offer the opinion that it would be cheaper to keep the Taylor highway open year around, like the Steese highway, than spend the money to move all the snow and ice that built up over the winter.(apx 200K?) and provide locals

and the general public with a reasonably safe highway for winter use.

Currently people from across the state drive the Taylor in the winter. The State Troopers drive the road to check on Caribou hunters...

LIMITED maintenance during the winter is called for.. This could be done without greater expense by using the Tok crew, once their sections are caught up to run up the Taylor with two plow trucks. They could also plow the Chicken airport, which right now is under state contract for (last i heard) 12K each winter , and that's not counting the expense of the heated building, or the M Cat grader reserved just for this airport..

This would not require opening any camps on the Taylor. I have personally opened the Taylor with a plow truck, to South Fork, and back to Tok in under 5 hours.

In closing i'd like to stress that the Taylor highway is a vital link in Alaska's infrastructure, and will only become more important.. Alaska DOT should get ahead of the game, and re prioritize.

Again, thank you for allowing me to express my views.

Respectfully,

David Likins

mile 112 Taylor highway.

From: [Ben Millstein](#)
To: [Weideman, Brittany M \(DOT\)](#)
Subject: Re: Roads and Highways Advisory Board inquiry
Date: Friday, April 13, 2018 9:49:06 AM

Hi Brittany,

Increasingly in the last decades Women's Bay has become a magnet for fishing as well as bear and bird watching for locals and tourists. Women's Bay is beautiful and the wildlife is astounding, even for people who drive through multiple times daily. My concern is that the highways, including the bridges, have very little parking, crossing, or even standing options for the crowds that accumulate. What we have is a traffic safety hazard with pedestrians not adequately focused on vehicles at highway speeds standing right at the side of the road, on the bridges and crossing back and forth. The phrase "accident waiting to happen" comes to mind.

I propose that a plan be drafted and prioritized to add more parking, at least one, maybe two places between the cottonwood grove by the trailhead to Burma Road and Russian Creek. I believe adding pedestrian lanes to the Russian Creek and Sargent Creek bridges with barriers between them and traffic is key to safety on the bridges during salmon runs. Boardwalks reminiscent of the Potter Marsh development along that half mile section of highway into the intertidal zone would allow a greater quality experience for enjoying birds, bears, and the natural beauty in general.

Any highway work should also include bike lanes. The future of Alaska lies in economic diversification and tourism is increasingly based on outdoor activities. Quality of life for locals, and opportunity for visitors demands bike lanes become standard throughout the state.

Thank you for your consideration.

Ben Millstein
Kodiak Island Brewing
www.kodiakbrewery.com
907*486*ALES (2537)
Beer is Art, and the Palate is Yours.

On 4/13/2018 9:41 AM, Weideman, Brittany M (DOT) wrote:

Good Morning Ben,

Any comments for the Roads and Highway's board, please send them to me.

Thank you,

Brittany Weideman
ISSD Administrative Assistant I
Alaska Dept. of Transportation &
Public Facilities
907.465.8102

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

From: Ben Millstein [<mailto:bmills@ak.net>]
Sent: Friday, April 13, 2018 9:23 AM
To: Weideman, Brittany M (DOT) <brittany.weideman@alaska.gov>
Subject: Roads and Highways Advisory Board inquiry

Where is the right place to send a comment regarding upcoming work on the Chiniak Highway in Kodiak?

Thanks,

--

Ben Millstein
Kodiak Island Brewing
www.kodiakbrewery.com
907*486*ALES (2537)
Beer is Art, and the Palate is Yours.

This email has been checked for viruses by Avast antivirus
software.
<https://www.avast.com/antivirus>



Virus-free. www.avast.com