



Winter 2024-2025 Snow Removal Update

*Assembly Transportation Committee
October 16, 2024*

Snow Removal Update: Quick Roll-Up

State of the
Fleet

Personnel

Planning

Comms

Coordination

Bright Ideas

Questions

State of the Fleet: 2024 Fleet Purchases



MUNICIPALITY OF ANCHORAGE # 10.C.1.

ASSEMBLY MEMORANDUM

AM No. 685-2024

Meeting Date: September 10, 2024

1 FROM: MAYOR

2
3 SUBJECT: COOPERATIVE PURCHASE FROM N C MACHINERY (NC) THROUGH STATE
4 OF ALASKA CONTRACT #: CA2403-24 FOR THE PURCHASE OF THREE
5 CATERPILLAR MOTOR GRADERS FOR THE MUNICIPALITY OF
6 ANCHORAGE (MOA), MAINTENANCE & OPERATIONS (M&O) (NOT TO
7 EXCEED (NTE) \$948,567.00).

8
9 M&O is requesting approval of a Cooperative Purchase from NC, through State of Alaska
10 Contract #: CA2403-24, for three new Caterpillar 140M Motor Graders, in the NTE amount of
11 \$316,189.00 each, for a total of \$948,567.00. Delivery of this equipment is expected by the Fall
12 of 2025.

13
14 This equipment will replace three existing graders that have reached the end of their useful life
15 and are consistent with Fleet Management's regular equipment replacement schedule. Street
16 Maintenance Operators and Fleet Maintenance Technicians have abundant experience in the
17 operation, maintenance, and repair of this equipment. This equipment will be primarily used in
18 support of the MOA's snow removal efforts. Funding will be accomplished using a combination
19 of funds from a voter-approved ARDSA bond, and 2022 and 2023 Fleet equipment
20 replacement capital budgets.



MUNICIPALITY OF ANCHORAGE

ASSEMBLY MEMORANDUM

No. AM 730 -2024

Municipal Clerk's Office

Approved

Date: September 24, 2024

Meeting Date: September 24, 2024

1 FROM: MAYOR

2
3 SUBJECT: COOPERATIVE PURCHASE FROM BSI EQUIPMENT, LLC (BSI) THROUGH
4 SOURCEWELL CONTRACT #: 080818-RPM FOR THE PURCHASE OF TWO
5 LOADER-MOUNTED SNOWBLOWERS FOR THE MUNICIPALITY OF
6 ANCHORAGE (MOA), FLEET MAINTENANCE DIVISION (FLEET) (NOT TO
7 EXCEED (NTE) \$663,714.00).

8
9 Fleet is requesting approval of a Cooperative Purchase from BSI, through Sourcewell Contract
10 number 080818-RPM, for two 2024 RPM Tech loader-mounted snowblowers, in the NTE
11 amount of \$663,714.00. Delivery of this equipment is expected within 180-210 days from the
12 date of order.

13
14 This is the second order of two loader-mounted snowblowers. The first was approved on AM
15 658-2024. This purchase is part of Fleet's normal replacement plan. Loader-mounted
16 snowblowers are an essential asset in the MOA's snow removal operations. The current
17 snowblowers that these will replace are beyond their useful life, rendering some parts obsolete
18 and difficult to source. Fleet Maintenance will salvage all usable parts from the current
19 snowblowers that are being replaced to repair and maintain the remaining current snowblowers
20 in the fleet.

State of the Fleet: 2024 Fleet Purchases



MUNICIPALITY OF ANCHORAGE

ASSEMBLY MEMORANDUM

Municipal Clerk's Office

AM No. 811-2024

Approved

Date: October 8, 2024

Meeting Date: October 8, 2024

1 FROM: MAYOR

2
3 SUBJECT: COOPERATIVE PURCHASE FROM YUKON EQUIPMENT, INC. (YUKON)
4 THROUGH SOURCEWELL CONTRACT #: 093021-ELG FOR THE PURCHASE
5 OF SIX TRACKLESS MUNICIPAL TRACTORS FOR THE MUNICIPALITY OF
6 ANCHORAGE (MOA), MAINTENANCE AND OPERATIONS (M&O) FLEET
7 MAINTENANCE DIVISION (FLEET) (NOT TO EXCEED (NTE) \$1,202,738.88).

8
9 Fleet is requesting approval of a Cooperative Purchase from Yukon, through Sourcewell
10 Contract number 093021-ELG, for six Trackless MT7 Municipal Tractors, in the NTE amount
11 of \$1,202,738.88. Delivery of this equipment is expected before April 2025.

12
13 This purchase is part of a three-year planned replacement of Fleet's entire inventory of
14 Trackless vehicles, with assistance from programmed funding through the Anchorage
15 Metropolitan Area Transportation Solutions (AMATS) Transportation Improvement Program
16 (TIP). Five units were purchased in 2023, six are being ordered in 2024, and three more are
17 planned to be purchased in 2025. These tractors are used for snow removal, street sweeping,
18 and other operations.



MUNICIPALITY OF ANCHORAGE ASSEMBLY MEMORANDUM

No. AM 705-2024

Meeting Date: September 10, 2024

1 FROM: MAYOR

2
3
4 SUBJECT: A RESOLUTION OF THE MUNICIPALITY OF ANCHORAGE
5 APPROPRIATING THREE MILLION SEVEN HUNDRED FIFTY
6 THOUSAND DOLLARS (\$3,750,000) FROM THE EQUIPMENT
7 MAINTENANCE FUND (601000), UNRESTRICTED NET POSITION,
8 APPROPRIATING SEVEN HUNDRED FIFTY THOUSAND DOLLARS
9 (\$750,000) TO THE 2024 OPERATING BUDGET EQUIPMENT
10 MAINTENANCE FUND (601000) AND APPROPRIATING THREE
11 MILLION DOLLARS (\$3,000,000) AS A TRANSFER TO THE
12 EQUIPMENT MAINTENANCE CAPITAL IMPROVEMENT PROJECTS
13 (CIP) FUND (601800), MAINTENANCE & OPERATIONS DEPARTMENT,
14 FOR REPAIR AND REPLACEMENT OF GENERAL GOVERNMENT
15 EQUIPMENT.

16
17 The attached resolution appropriates \$3,750,000 from the Equipment Maintenance Fund
18 (610000), Unrestricted Net Position, appropriating \$750,000 to the 2024 Operating Budget
19 Equipment Maintenance Fund (601000) and appropriating \$3,000,000 to the Equipment
20 Maintenance CIP Fund (601800) for repair and replacement of general government
21 equipment.

22
23 The rising cost of parts and services along with supply chain shortages has created a
24 budget shortfall in Fleet maintenance operating budget since 2022. Fleet maintenance
25 received a supplemental budget appropriation of \$500,000 on AR 2022-284 in 2022 and a
26 supplemental appropriation of \$750,000 on AR 2023-255 to cover the rising cost of repair
27 costs for the municipal general government equipment. This appropriation is requesting
28 \$750,000 to the 2024 Operating Budget to cover repair costs for the remainder of the year.

29
30 The Equipment Maintenance Fund (601000) has unrestricted net position funding available
31 in the amount of \$3,000,000 that fleet maintenance is requesting to utilize to supplement the
32 annual \$2,300,000 of replacement funds in 2024. The table below provides summary detail
33 of the proposed use of the supplemental funding. If any of the equipment listed below is no
34 longer available or if any funds remain after these acquisitions, the next highest priority
35 vehicle or equipment on the replacement schedule will be procured as funds allow. After the
36 invitation to bid and the contract award process is complete, delivery of the vehicles or
37 equipment will range from 90 to 300 days.

Quantity	Description	Amount
10	4x4 Pickups with Plows	\$750,000
1	Vacuum Truck (Vactor)	\$750,000
1	Sander Truck w/ Belly Blade and Plow	\$600,000
3	Motor Graders	\$900,000

State of the Fleet: Proposed Long-Term Solution

2) ARDSA service area levy - \$3.5m for heavy equipment and vehicles

General Government Fleet Vehicle Replacement – \$3,500,000

This capital request seeks funding for acquisition and replacement of vehicles designated for use in the Anchorage Roads and Drainage Service Area (ARDSA), include heavy fleet vehicles involved in front-line snow response. The request aims to enhance operational efficiency, improve safety, and address the needs of the community by investing in new vehicles. This capital request aligns with strategic goals of improving public safety, operational

I - 10

2025 Proposed General Government Capital Budget

effectiveness, and cost management. Vehicles used beyond their useful lives can experience frequent down time and high maintenance costs if not replaced in a timely fashion. At present, the heavy fleet includes approximately 100 pieces of equipment, including graders (a.k.a "snow plows"), dump trucks, sanders, loaders, blowers, trackless machines (a.k.a. "sidewalk plows"). The cost of the fully outfitted cost of the equipment varies (e.g. \$330,000 for a new grader; \$600,000 for a dump truck). The Administration is proposing a \$3.5m annual levy. At an approximate average cost of \$450,000, the levy would accommodate an annual purchase of 6 to 7 vehicles, resulting an average vehicle service life of approximately 15 years. (Page MO - 19)

Personnel Status: Open Positions

Current State: 4 Openings

Maintenance & Operations¹ Position Count by Job Classification as of 9/1/2024

Job Class Number	Job Class Title	Personnel Subarea	Pay Grade	Regular Filled	Regular Vacant	Temporary Filled	Temporary Vacant	Total PCNs	Vacancy Percent
20000523	Manager	Non-Represented	GRD18	2	0	0	0	2	0.00%
20000509	Superintendent	Non-Represented	GRD17	2	0	0	0	2	0.00%
20000481	General Foreman	Non-Represented	GRD16	0	1	0	0	1	100.00%
20000462	Street Maintenance Supervisor	Non-Represented	GRD15	6	0	0	0	6	0.00%
20000463	Maintenance Supervisor	Non-Represented	GRD15	3	0	0	0	3	0.00%
20000161	Heavy Equipment Operator Leadman	Op Engr 302	GRD19	5	0	0	0	5	0.00%
20000155	Heavy Equipment Operator	Op Engr 302	GRD18	28	0	0	0	28	0.00%
20000152	Medium Equipment Operator	Op Engr 302	GRD17	29	7	0	9	45	35.56%
20000146	Light Equipment Operator	Op Engr 302	GRD11	3	7	0	12	22	86.36%
20000163	Equipment Operations Technician II	Op Engr 302	GRD20	1	0	0	0	1	0.00%
20000154	Equipment Operations Technician I	Op Engr 302	GRD18	3	0	0	0	3	0.00%
20000159	Warehouseman Journeyman	Op Engr 302	GRD18	1	0	0	0	1	0.00%
20000144	Airport Maintenance Assistant	Op Engr 302	GRD07	2	0	1	1	4	25.00%
20000375	Expeditor	IBEW-Technician	GRD18	1	0	0	0	1	0.00%
20000376	Lead Equipment Technician	IBEW-Technician	GRD18	2	0	0	0	2	0.00%
20000377	Equipment Technician/Welder	IBEW-Technician	GRD18	1	1	0	0	2	50.00%
20000372	Parts Warehouseman	IBEW-Technician	GRD17	2	0	0	0	2	0.00%
20000373	Body Repair Technician	IBEW-Technician	GRD17	2	0	0	0	2	0.00%
20000374	Equipment Technician	IBEW-Technician	GRD17	11	5	0	0	16	31.25%
20000370	Equipment Service Technician I	IBEW-Technician	GRD15	0	2	0	0	2	100.00%
20000371	Equipment Service Technician II	IBEW-Technician	GRD16	2	1	0	0	3	33.33%
20000380	Seasonal Parks Caretaker I	Local 71	GRD06	0	0	1	2	3	66.67%
20000384	Seasonal Parks Caretaker II	Local 71	GRD10	0	0	1	0	1	0.00%
Total PCNs				106	24	3	24	157	30.57%

Current State: 3 Openings

Planning Status: Snow and Ice Control Plan

E. SNOW AND ICE ALERT RESPONSE LEVELS

Designated snow routes have been determined by traffic volume, public transit routes, school bus routes, hospitals, schools, and hazards such as hills, curves and intersections. In the Central Business District, special parking restrictions also go into effect. In a Level 1 response, snow routes, sidewalks and the CBD are plowed while residential streets are plowed under Level 2 and Level 3 responses.

1. Level 1 (zero to four-inch snowfall):

Snow routes will normally be plowed using underbody truck plows mounted on dump trucks and aggregate hauling trucks. When required, aggregate placement and sidewalk plowing will be done simultaneously with plowing.

2. Level 2 (four or more inches of snow):

All Level 1 activity continues. Graders with gates will plow all residential streets. Once the snow has stopped falling a plow out will be declared, with a goal of plowing all residential streets within 84 hours.

The Manager of Street Maintenance has the authority to manage and augment the amount of equipment and personnel engaged in storm activities using additional contracted equipment or other Municipal agency resources to meet necessary time frames.

The Municipal Manager or a designee also has authority to implement certain provisions of the emergency parking ordinance, including the authority to direct APD to tow illegally parked vehicles to allow plowing operations to proceed.

3. Level 3 (Snow Emergency):

When Street Maintenance is unable to maintain roads at an acceptable level, the Mayor may declare a snow emergency. A Level 3 response will constitute maximum effort in providing all available resources (private and public) to clear roadways.

SNOW REMOVAL BASICS

In general, we plow major routes first and neighborhood streets second.

Note: We don't clear every road in the Municipality. Most of our major roads are maintained by the State of Alaska. And on the Hillside, in Girdwood, and in Eagle River most streets are privately maintained, either by a Limited Road Service Area or a private association. For more detail, see "Shared Responsibility" below.

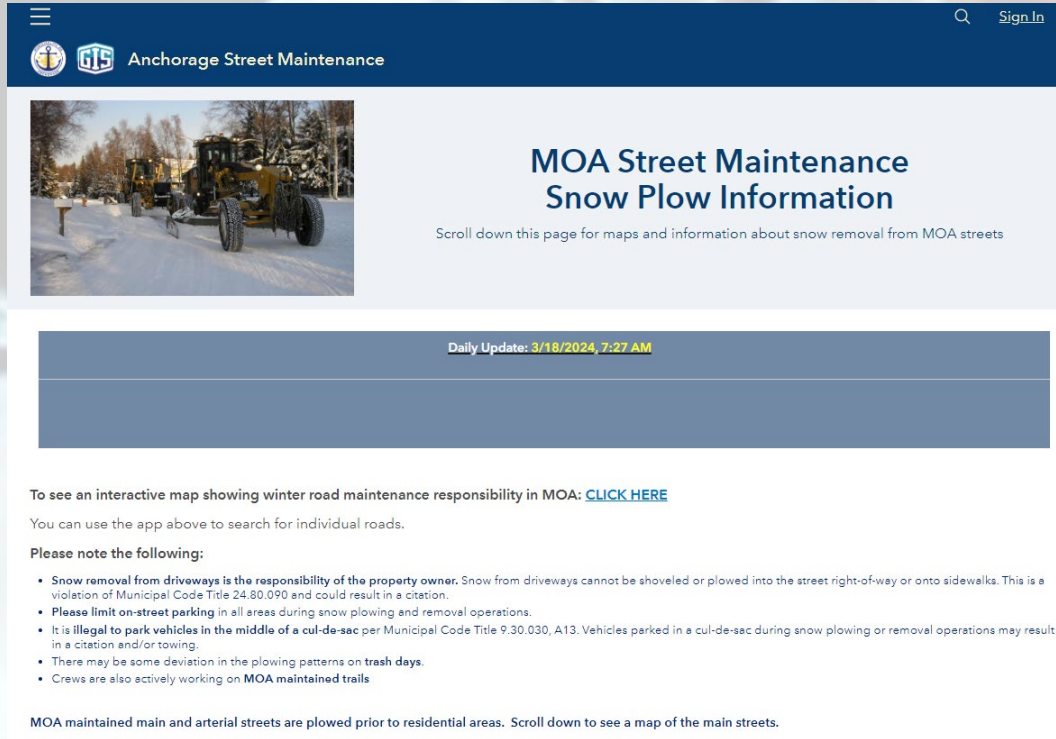
Where we clear snow depends on how much snow we get:

Snow accumulation	How we plow
Less than 4 inches	Priority routes only
4-15 inches	Priority routes and neighborhoods
More than 15 inches	Triage plan

In general, you can expect that all streets in the Municipality will be plowed on the following timeline:

Snow accumulation	Time to plow
4 to 6 inches	84 hours
6 to 10 inches	96 hours
10 to 15 inches	108 hours
More than 15 inches	120 hours or more

Comms Status: www.muni.org/plow



The screenshot shows the top navigation bar with the Anchorage Street Maintenance logo and a search bar. Below the navigation is a hero section with a photo of snowplows and the heading "MOA Street Maintenance Snow Plow Information". A sub-heading reads "Scroll down this page for maps and information about snow removal from MOA streets". A blue bar indicates a "Daily Update: 3/18/2024, 7:27 AM". The main content area includes a link to an interactive map and a list of important notes regarding snow removal responsibilities and parking restrictions.

MOA Street Maintenance Snow Plow Information

Scroll down this page for maps and information about snow removal from MOA streets

Daily Update: 3/18/2024, 7:27 AM

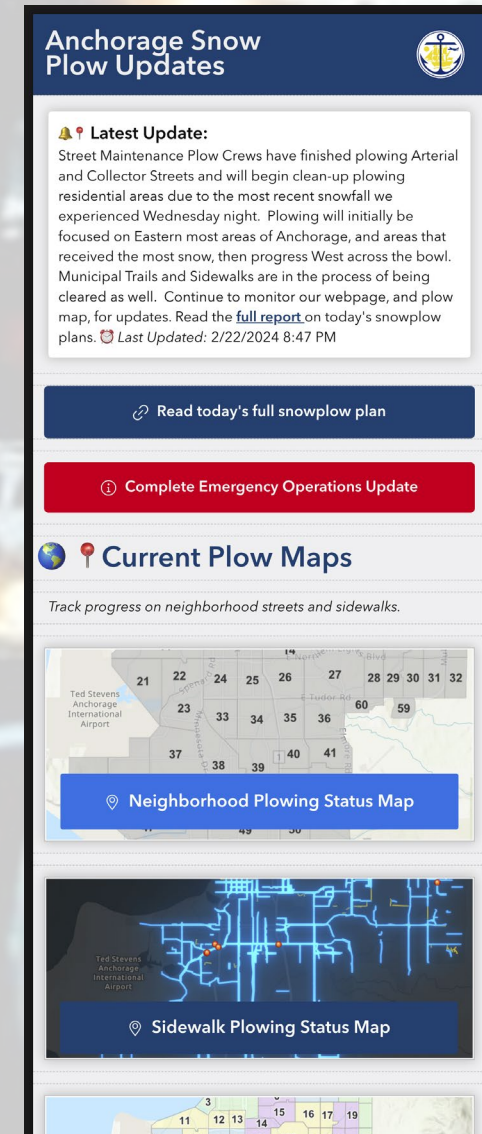
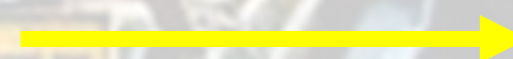
To see an interactive map showing winter road maintenance responsibility in MOA: [CLICK HERE](#)

You can use the app above to search for individual roads.

Please note the following:

- Snow removal from driveways is the responsibility of the property owner. Snow from driveways cannot be shoveled or plowed into the street right-of-way or onto sidewalks. This is a violation of Municipal Code Title 24.80.090 and could result in a citation.
- Please limit on-street parking in all areas during snow plowing and removal operations.
- It is illegal to park vehicles in the middle of a cul-de-sac per Municipal Code Title 9.30.030, A13. Vehicles parked in a cul-de-sac during snow plowing or removal operations may result in a citation and/or towing.
- There may be some deviation in the plowing patterns on trash days.
- Crews are also actively working on MOA maintained trails

MOA maintained main and arterial streets are plowed prior to residential areas. Scroll down to see a map of the main streets.



The screenshot shows the "Anchorage Snow Plow Updates" page. It features a "Latest Update" section with a bell icon, a "Read today's full snowplow plan" button, and a "Complete Emergency Operations Update" button. Below these are "Current Plow Maps" with a globe icon, including a "Neighborhood Plowing Status Map" and a "Sidewalk Plowing Status Map".

Anchorage Snow Plow Updates

🔔 Latest Update:
Street Maintenance Plow Crews have finished plowing Arterial and Collector Streets and will begin clean-up plowing residential areas due to the most recent snowfall we experienced Wednesday night. Plowing will initially be focused on Eastern most areas of Anchorage, and areas that received the most snow, then progress West across the bowl. Municipal Trails and Sidewalks are in the process of being cleared as well. Continue to monitor our webpage, and plow map, for updates. Read the [full report](#) on today's snowplow plans. 🕒 Last Updated: 2/22/2024 8:47 PM

[Read today's full snowplow plan](#)

[Complete Emergency Operations Update](#)

🌐 Current Plow Maps

Track progress on neighborhood streets and sidewalks.

[Neighborhood Plowing Status Map](#)

[Sidewalk Plowing Status Map](#)

Coordination Status: Operational and Executive



Alaska Department of
TRANSPORTATION and PUBLIC FACILITIES

2024-2025 Plan: Bright Ideas

**MUNICIPALITY OF ANCHORAGE
PROCLAMATION OF ADDITIONAL EMERGENCY ORDER EO-02
Heavy Accumulated Snowfall – Updated and Amended November 10, 2023**

ISSUED BY THE MAYOR OF THE MUNICIPALITY OF ANCHORAGE
PURSUANT TO ANCHORAGE MUNICIPAL CODE SECTION 24.25.020 and
7.20.090

5. Pursuant to AMC 24.25.040, during the period of this emergency snow proclamation, it shall be unlawful for any person to act in the following manner:

- A. Stop, stand or leave unattended a vehicle or any other obstruction anywhere on a snow route.
- B. Stop, stand or leave unattended a vehicle or any other obstruction on any street which the proclamation has closed to such activity.
- C. Obstruct snow removal in a manner which the proclamation has proscribed.
- D. Leave a vehicle unattended on a snow route, except for the limited purpose of notifying another person of the need for assistance with removal of that vehicle.

Chapter 24.25 - EMERGENCY SNOWFALL
PROCLAMATIONS, OBSTRUCTION OF SNOW
ROUTES AND SNOW REMOVAL



24.25.010 - Definitions.



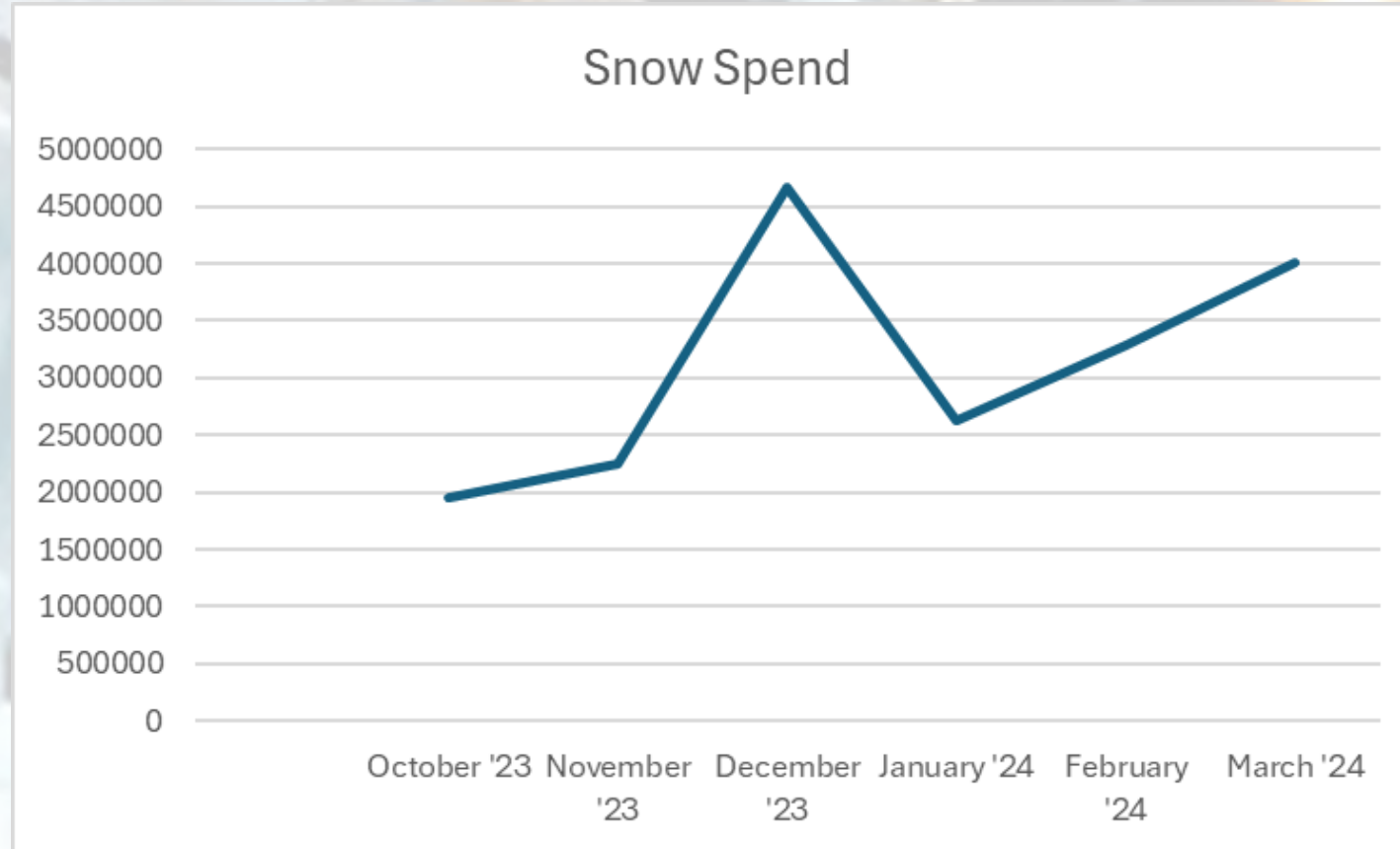
The following words, terms and phrases, when used in this chapter, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Snow route means a street designated as such by signs erected by the traffic engineer.

2024-2025 Plan: Bright Ideas



Questions: Budget Burn Rate



'23-'24 Snow Season Total: \$18,776,892.68

Oct-Dec 2023 Total Expense: \$8,871,034.98

Oct-Dec 2024 Total Budget: \$9,847,000.55

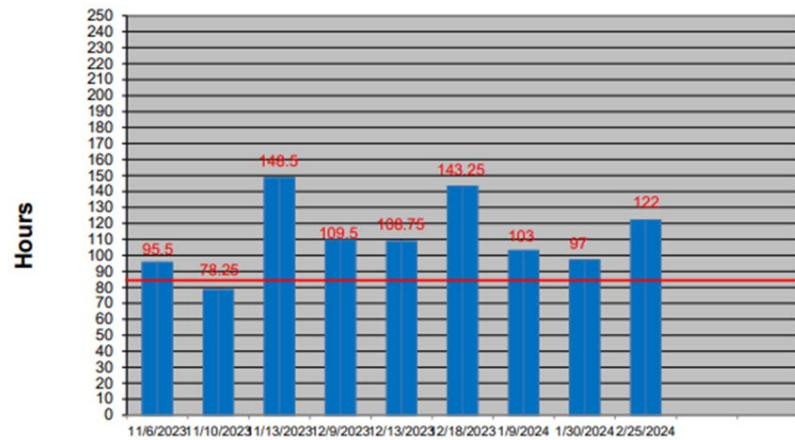
Questions: Cost Per Plow Out

Measure #1: Complete declared plow-outs within 84 hours within ARDSA

Street Maintenance Division 2023-2024 Plow Out Information

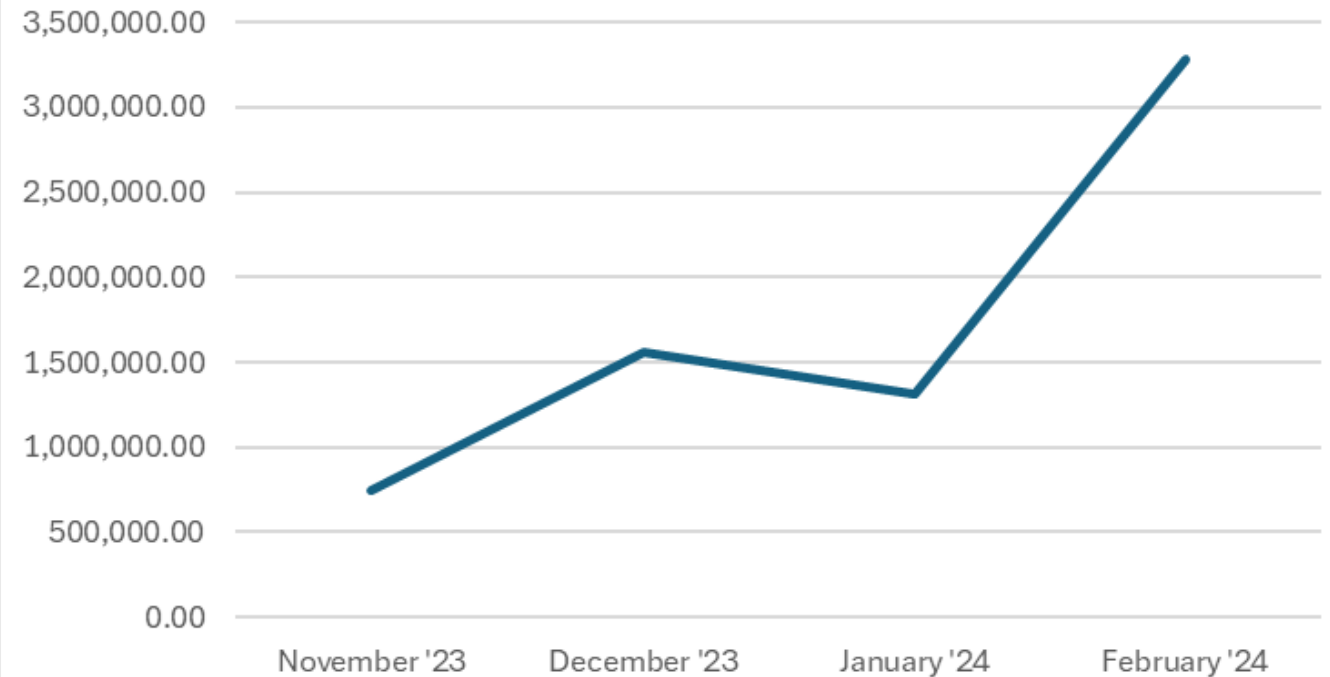
October 2023 thru May 2024

Performance Measure: *Complete Declared Plow-Outs in 84 hours or less*



Dates of Declared Plow Outs

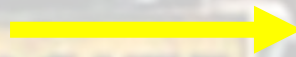
Cost Per Plow-Out (Basic Math)



Questions: Change in Vehicle Lane Miles

2014

- 1,358.1 lane miles
- 32 available graders



2024

- 1,408 lane miles
- 30 available graders

Questions: Accessibility Concerns

- AnchorRIDES
 - CHALLENGE: Customers in neighborhoods which have not been plowed out are unable to be reached by AnchorRIDES and cannot access critical medical services.
 - SOLUTION: Agreement between Public Transportation and M&O through which plow resources will be allocated to enable critical AnchorRIDES trips.
- Bus Shelters
 - CHALLENGE: Plowing creates berms between sidewalks and bus shelters on DOT roadways which make it impossible for bus patrons to safely reach bus shelters.
 - SOLUTION: DOT has agreed to use their pedestrian path snow-clearing equipment to break through berms after roads are plowed to enable access.
- Cancelled Transit
 - CHALLENGE: Bus barn is a lower priority for MOA plowing contract than APD and AFD facilities. This can result in transit cancellations.
 - SOLUTION: Exploring possible plowing strategies to enable rapid bus exit.