



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Transportation and Public Facilities

OFFICE OF THE COMMISSIONER
Ryan Anderson, P.E., Commissioner

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June 20th, 2024

Sandra A. Garcia-Aline
Division Administrator
Federal Highway Administration

Susan Fletcher
Regional Administrator
Federal Transit Administration

Subject: 2024-2027 Alaska Statewide Transportation Improvement Plan (STIP) Resolution of Partial Approval Findings

Dear Ms. Garcia-Aline and Ms. Fletcher:

Over the past months, our teams have been working towards the completion of STIP Amendment #1. Our March 27, 2024 partial approval of the 2024-2027 STIP contained many corrective actions and recommendations tied to STIP Amendment #1, as well as a new practice of adding a significant number of Title 23 driven discretionary grant awards (including fiscal constraint) to the STIP. Concurrently, the Alaska Department of Transportation and Public Facilities (DOT&PF) has been strengthening our project reporting systems to integrate with our STIP. These efforts have taken us some time and is requiring us to revisit the formatting and content of our project detail sheets.

We recognize the importance of completing STIP Amendment #1 expediently to make the most of the current fiscal year funding, as well as upcoming August redistribution opportunities. In order to have a successful FFY24 capital program, we are targeting the week of June 24th for STIP Amendment #1 to kick off our formal public involvement process.

We believe we have met FHWA's and FTA's expectations for continuing, comprehensive, and cooperative planning work with the MPOs. We also have had many structured discussions with FHWA and FTA staff. We have met with the Federal Land Management Agencies, the Alaska Railroad, and have established a full time Tribal Liaison for DOT&PF. We are hopeful the summary of STIP and Transportation Improvement Program (TIP) specific engagements in Attachment E provides your respective agencies with the assurance of DOT&PF's commitment in these regards.

In order to fully address the March 27, 2024 STIP partial approval requirements, four attachments are included with this letter:

- Attachment A provides detailed summaries of the DOT&PF response to the March 27, 2024 partial approval of the 2024-2027 STIP
- Attachment B includes a revised Processes and Procedures summary related to the Tier 2, Finding 1 Corrective Action a.
- Attachment C includes a revised Public Involvement Process document related to Tier 2, Finding 2, Corrective Action b.
- Attachment D addresses the Tier 2, Finding 9 corrective actions related to the AMATS Transportation Management Certification Review.
- Attachment E is a listing of STIP and TIP specific engagements since the March 27, 2024 STIP partial approval.

Sincerely,

A handwritten signature in black ink, appearing to read "Ryan Anderson".

Ryan Anderson, P.E.
Commissioner

Cc:

Mayor Brice Ward, FAST Planning Policy Board Chair
Director Sean Holland, AMATS Policy Board Chair
Mayor Edna Devries, MVP Policy Board Chair

Attachment A

Alaska Department of Transportation and Public Facilities (DOT&PF) response to the 2024-2027 Statewide Transportation Improvement Program Partial Approval Issued on March 27, 2024.

Tier 1 Findings Resolutions:

Tier 1, Finding 1: MPO and Other Transportation Improvement Programs

Corrective Action a. This corrective action was listed as “partially resolved” with the following issues remaining to be resolved:

The following projects are excluded from the STIP approval: #34374 - Railroad Anchorage North & South Rail Corridor; #26076 - Aurora Drive-Noyes Slough Bridge Replacement; #34385 - Port of Alaska North Extension Stabilization Step 1 Project. The projects excluded from the STIP approval must be amended into the respective MPO’s TIP and then amended into the STIP.

- DOT&PF Response: #34374 and #34385 have been removed from the STIP and all fiscal constraint tables. #26076 Aurora Drive-Noyes Slough Bridge Replacement was an ACC repayment utilizing past practices of including in the STIP. #26076 has been added to the FAST Planning TIP.

Tier 1, Finding 2: Project Groupings

Corrective Action b. This corrective action was listed as “partially resolved” with the following issues remaining to be resolved:

The following project is excluded from the STIP approval: #33860 - PROTECT Program. The following language is excluded from the STIP approval: STIP Narrative Document - Page 17: “Projects may be started under a ‘group’ and, through the project life cycle, increase in size or scope to no longer meet the requirements of the grouping. In those instances, the projects will be created with their own Need ID and incorporated into the STIP via an amendment.”

- DOT&PF Response: We have changed the scope of the PROTECT Program to comply. The language regarding project “groups” has been removed from the STIP Narrative.

Tier 1, Finding 3: Fiscal Constraint

Corrective Action e. This corrective action was listed as “partially resolved” with the following issues remaining to be resolved:

Describe and document each Federal grant program associated with programmed projects in the STIP including FTA sources and any discretionary grant sources. The STIP may only include discretionary grant funds for which projects have been awarded or that are reasonably expected to be available within the timeframe of the STIP. Tables, project pages and written descriptions relevant to discretionary grants are inconsistent throughout the document. E.g. the use of OFF, OFF-DG, OFF-GRANT are not distinguishable and not all of these acronyms have definitions that are relevant to the use of Discretionary Grants. “Awarded Discretionary Grants” must be included in the fiscal constraint demonstration.

- DOT&PF Response: The definitions for terms have been consolidated under Appendix A: Definitions. Identifiers are now consolidated and clarified in the “STIP Funds Program Codes” table in Appendix E.
- “Awarded Discretionary Grants” are now included in the fiscal constraint demonstration.

Corrective Action f. This corrective action was listed as “partially resolved” with the following issues remaining to be resolved:

STIP Narrative; Volume 1 – Project and Program Indexes; MPO TIPs: The fiscal constraint tables provided in Appendix E of the STIP Narrative are not consistent with the Volume 1 – Project and Program Indexes and MPO TIPs. It appears that not all funds programmed by in the MPO TIPs are demonstrated in Appendix E. In addition, the STIP Narrative provides summary tables for each funding source that summarizes funds available statewide. These tables do not correspond to the funds available identified in Appendix E in the same document.

- DOT&PF Response: Discrepancies in fiscal constraint tables are now addressed. There will be a delay in FFY24 NHS projects within Metropolitan Planning Areas while NHS project funds shown on the TIP Ledger pages are programmed in future TIP Amendments due to our new practice of incorporating NHS project funding by reference into the MPO TIPs.

Volume 1 – Projects and Programs: Project details are not provided for all projects identified under section 1. Project and Program Indexes.

- DOT&PF Response: Project details are available for all projects identified in the indexes.

STIP Narrative and Volume 1 – Projects and Programs: The funding source definitions and acronyms described in the STIP Narrative are not carried through to Volume 1 Projects and Programs, thereby making it unclear which funding sources are applied to some of the projects identified. E.g. OFF, OFF-DG, OFF-GRANT.

- DOT&PF Response: See note under corrective action e resolution.

Corrective Action h. This corrective action was listed as “unresolved” with the following issue to be resolved:

The following project is excluded from the STIP approval: #34205 – Ferry Boat Funds Placeholder as Future Match using Toll Credits [LEDGER]

- DOT&PF Response: The project #34205 was removed from the STIP Ledger [Ferry Boat Funds as Toll Credits]. Unprogrammed Ferry Boat Formula funds are shown in our fiscal constraint demonstration.

Corrective Action i. This corrective action was listed as “partially resolved” with the following issues to be resolved:

The following project is excluded from the STIP approval: #6447 - Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, Rehab, and Replacement Program

- DOT&PF Response: This project was also included in the questions and responses in the February 23, 2024 FHWA response letter. The project #6447 Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, Rehab and Replacement has been modified to reflect the following title, scope, and funding changes.
 - Title: Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, and Rehabilitation Program.
 - Scope: Regular inspection, monitoring, preservation and rehabilitation activities are conducted every two years to ensure the structural integrity and safety of bridges and tunnels on public roads. Per 23 CFR 450.218(j) this STIP ID groups together categorically excluded projects.
 - Funds Programmed: NHPP and STBG

Tier 1 Finding 4: STIP Amendment and Modifications

Corrective Action k. was listed as “partially resolved” with the following issue to be resolved:

The following language is excluded from the STIP approval: STIP Narrative Document: Page 19 - “FHWA and FTA will provide DOT&PF with any comments during the public review period or within one week after the completion of the public review period.”

- DOT&PF Response: The referenced language was removed from the STIP Narrative Document.

Tier 1 Finding 5: Self-certifications, Federal Findings, and Federal Approvals

Corrective Action k was listed as “Partially Resolved” with the following issue to be resolved:

The following language must be resolved as described under Tier 2. STIP Narrative: Page 86 “Examples of Ongoing Activities by the IAC”. The language in this section appears to be taken from California and does not adequately reflect the Fairbanks North Star IAC processes.

- DOT&PF Response: Referenced language associated with “Examples of Ongoing Activities by the IAC” has been revised.

Tier 2 Findings Resolutions:

Tier 2 Finding 1: Coordination of Planning Process Activities

Corrective action a. description: The DOT&PF must develop and implement processes and procedures for a continuing, cooperative and comprehensive planning process that meets the requirements of 23 CFR 450.208. These documented procedures should also include the DOT&PF’s role and responsibility for oversight of MPOs, and procedures for air quality conformity, Unified Planning Work Program development, MPO Certifications, STIP development, and other joint planning processes.

- DOT&PF Response: After numerous working sessions including DOT&PF, the three MPOs, FHWA, and FTA, a document has been developed to address this corrective action. This document establishes a collaborative long term effort to develop best practices as part of the DOT&PF Planning Manual. DOT&PF has committed to lead this effort through MPO technical and policy board work sessions, which have already begun. A draft of this document is included as attachment “A.” We are providing FHWA and FTA an opportunity for a review of this document at this time.

Tier 2 Finding 2: Interested Parties, Public Involvement, and Consultation

*Note this Finding is listed as a duplicative #1 in the March 27 partial findings, original planning findings has it as #2.

Corrective action b description: The STIP must document the public involvement processes including the involvement and coordination with affected local and appointed officials and the disposition of public comments.

- DOT&PF Response: We have made significant revisions to the public involvement process section of the STIP Narrative to address this corrective action. This is included as “Attachment B,” and will be included in the STIP narrative. We are providing FHWA and FTA an opportunity for a review of this document at this time.

Corrective action c description: The STIP must provide access to or include the disposition of public comments.

- DOT&PF Response: We believe this has been accomplished with the establishment of STIP Volume 3: Engagement Summary, which is available on our website, open to public access. <https://publicinput.com/stip/#tab-49169>

Corrective action d description: The DOT&PF must develop and/or document the Tribal consultation process used to establish the formal Tribal consultation processes used to engage and consult with each Federally recognized Tribe in Alaska. Tribal consultation must be demonstrated and documented for all Federal planning and programming processes including in the STIP.

- DOT&PF Response: Within the STIP Narrative, under the public involvement processes, we have expanded the Tribal Governments section to address the STIP consultation processes. We also incorporate by reference the DOT&PF Policy and Procedure regarding “Government to Government Relations with the Federally Recognized Tribes of Alaska.” This Policy document can be found here: https://dot.alaska.gov/admsvc/pnp/local/dot-jnu_123656.pdf

Recommendation a. description: As a recommendation, not a finding, the Federal Planning Findings ask for a way to engage the public when significant changes take place in the STIP after public notice but prior to adoption for Federal Approval.

- DOT&PF Response: While we understand the intent of the recommendation, changes should be expected based on public comment, and other factors due to the dynamic nature of project delivery. We have built a transparent system for the public and other stakeholders to see changes immediately upon approval. We will take this recommendation into consideration as we further improve and expand our public outreach tools, starting with the implementation of a continuous public comment portal, allowing the public to comment on the STIP even when not within a formal public comment period.

Tier 2 Finding 3: Development and Content of the Statewide Transportation Program (STIP) MPO Transportation Improvement Programs

*note this Finding is listed as #2 in the March 27 partial findings, original planning findings has it as #3 which is being used here.

Corrective Action e. description: As part of the coordination processes, the STIP must document and reference the TTIP and FLMA TIP. This includes where these documents are located within the STIP, and the processes used to include these documents upon availability.

- DOT&PF Response: We believe this finding is resolved. We have established processes for incorporating the TTIP and FLMA TIP into the STIP, and have developed Volume 2 of the STIP, which includes the most recent TIPs incorporated by references. This document is available on our website at this link: <https://publicinput.com/stip/#tab-49169> This document clearly incorporates the following documents by reference:
 - FAST Planning MTP, TIP and Air Quality Conformity
 - AMATS MTP, TIP and Air Quality Conformity
 - MVP Interim Program of Projects
 - WFLHD TIP
 - TTIP

Recommendation b. description: The State DOT, in cooperation with local elected officials and officials of agencies that administer or operate major modes of transportation in the MVP planning area, should meet to jointly determine an interim program of projects. Until a Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) are approved by the new MPO, an interim program of projects should continue to be programmed annually in the Statewide Transportation Improvement Program (STIP) for all projects to be funded under 23 U.S.C. and 49 U.S.C. Chapter 53. This interim program of projects should be separately identified in the STIP. Upon the approval of a new TIP, the State DOT should amend the STIP to fully incorporate the MVP TIP.

- DOT&PF Response: DOT&PF has met with the MVP MPO on numerous occasions to discuss an interim program of projects. This interim program of projects are now programmed in STIP Amendment #1, and the package prepared by MVP is included in STIP Volume 2.

Tier 2 Finding 4: Total Project Cost

*note this Finding is listed as #3 in the March 27 partial findings, original planning findings did not have this finding included. It is listed as finding #4 in this document to ensure chronological consistency.

Corrective Action f. description: Each project programmed in the STIP must document the estimated total cost of the project. This includes all phases and all funds spent in previous STIPs and anticipated for future years beyond the last year of the STIP.

- DOT&PF Response: We believe this corrective action was resolved with the March 27th Partial Approval. The STIP project pages contain a data field that includes the total cost of the project, as well as fields that address funds obligated in previous years and anticipated in future years beyond the last year of the STIP.

Tier 2 Finding 5: Year of Expenditure

*note this Finding is listed as #4 in the March 27 partial findings, original planning findings has it as #4 as well. With the addition of the Total Project Cost finding in the March 27th finding, we are listing this as Finding 5 to ensure chronological consistency.

Corrective Action g. description: All costs and revenue estimates identified in the STIP must reflect YOY and be based on an inflation factor consistent with state policies.

- DOT&PF Response: We believe this corrective action was resolved with the March 27th Partial Approval. All costs and revenue estimates reflect YOY and include a 3% inflation factor as outlined in approved manuals.

Tier 2 Finding 6: Fiscal Constraint

*note this Finding is listed as #5 in the March 27 partial findings, the original planning findings did not have this finding included. It is listed as finding #6 in this document to ensure chronological consistency.

Corrective Action h. description: The term "LEDGER" must be defined and documented in the STIP. Any use of the term must be done so consistently with the documented definition.

- DOT&PF Response: The term "LEDGER" is an industry accounting standard referring to records that summarize financial transactions for tracking purposes. With our new practices of tracking fiscal constraint across the STIP and TIPs, a ledger is critical to provide an accurate summary of funding allocations across the different plans. The definition of "LEDGER" has been added to the STIP Narrative Appendix A: Definitions.

Corrective Action I description: The fiscal constraint demonstration must include all Federal, State, and local funds included in the STIP. For TIPs included by reference, funds may be aggregated by source (and by year) and demonstrated for funds programmed within each TIP.

- DOT&PF Response: We believe this corrective action was resolved with the March 27th Partial Approval. We now incorporate funds aggregated by source (and by year) for TIPs on the ledgers.

Corrective Action j. description: Color coding used within the document must be defined and clarified as it relates to fiscal constraint.

- DOT&PF Response: Color coding will be removed from the fiscal constraint tables.

Corrective Action k. description: The following language must be removed from the STIP, or clarified as a project with a project number and project details within Volume 1 Projects and Programs: STIP Narrative: Page 131 – “FBF - Ferry Boat Funds (STBG)”

- DOT&PF Response: “FBF – Ferry Boat Funds” is listed as a revenue source. The STBG identifier has been removed from this fund source.

Tier 2 Finding 7: STIP Amendments and Modifications

*note this Finding is listed as #6 in the March 27 partial findings, original planning findings had it as #5. We are listing this as Finding 7 to ensure chronological consistency.

Recommendation c. description: The DOT&PF should coordinate with MPOs, FHWA and FTA to review and revise the STIP and TIP modification procedures to streamline the processes and ensure a responsive, timely approach to TIP and STIP management.

- DOT&PF Response: As we work to modernize our STIP tools and processes, we are developing a schedule for simultaneous STIP and TIP quarterly amendments, as needed, along with annual or bi-annual new four-year STIP submission. This structured amendment schedule will streamline the processes and ensure a responsive, timely approach to TIP and STIP management.

Tier 2 Finding 8: Transportation Performance Management (TPM) and Performance-Based Planning and Programming.

*note this Finding is listed as #7 in the March 27 partial findings, original planning findings had it as #6. We are listing this as Finding #8 to ensure chronological consistency.

Corrective Action l. description: The STIP must, to the extent practicable, provide a discussion of the anticipated effect of the STIP toward achieving the performance targets identified by the State.

- DOT&PF Response: We believe this corrective action was resolved with the March 27th Partial Approval. DOT&PF has substantively expanded Appendix B and C since the original Federal Planning Findings to address this corrective action. In addition, we have included a Maintenance and Operations of the Transportation System section in the body of the narrative document. We have data fields for pavement and bridge for each project details sheet for NHS projects.

Corrective Action m. description: The STIP must also clarify the performance-based planning processes and the project selection processes that support the investment priorities programmed in the STIP.

- DOT&PF Response: We believe this corrective action was resolved with the March 27th Partial Approval. Several sections of the STIP Narrative and Appendices address this corrective action directly. Within the narrative document, the “Project Selection and Funding Allocations” section addresses project selection processes in detail. In addition, as a result of the Federal Planning Findings, DOT&PF has incorporated Volume 4: Project Selection into the STIP. Volume 4 provides documentation on project selection based on funding type or DOT&PF programs. Performance based planning is addressed through DOT&PF’s Transportation Asset Management Plan, and Appendix C has been expanded to ensure this corrective action is addressed.

Tier 2 Finding 9: Transportation Management Area Certification Review

*note this Finding is listed as #8 in the March 27 partial findings, original planning findings had it as #7. We are listing this as Finding #9 to ensure chronological consistency.

- DOT&PF Response: This finding outlined six corrective actions to be resolved as described in the Anchorage Metropolitan Area Transportation Solutions (AMATS) 2023 Transportation Management Area Certification Review. DOT&PF has worked through these corrective actions with AMATS, and AMATS has developed a memo that addresses each corrective action in detail. This memo is included as “Attachment C,” along with a memo addressing the Congestion Management Process outlined in corrective action 4. DOT&PF concurs with AMATS that their response addresses Tier 2 Finding 9.

Tier 3 – Updated Conditions for Project Approval

This section included numerous project specific conflicts that needed to be addressed.

Appendix A – Projects in a TIP included by reference

Of 29 projects listed in Table A, 28 were resolved with the STIP Partial Approval, and one was excluded from the STIP and TIP by designation in Table A: 34374 Railroad Anchorage North and South Rail Corridor. This project is not required to be included in the TIP or STIP as it is not a Title 23 funded project.

Appendix B – Project Groupings

All nine project grouping conflicts have been resolved as per Table B.

Appendix C – Projects Requiring Interagency Consultation

All three project conflicts listed in Table C have been resolved.

Appendix D – Ineligible Projects

Of the 23 projects listed in Table D-1, 5 were moved to Tier 3, and 2 were excluded. The remainder were listed as “resolved.”

The following is DOT&PF’s resolution to the projects that were moved to Tier 3 or excluded.

FHWA Comment: 11439 Anton Anderson Memorial (Whittier) Tunnel Maintenance and Operations: "Operations" should be removed as it and routine maintenance were deemed ineligible for federal-aid funding. NHFP funding identified but is not included in the Freight Investment Plan. Ineligible for NHFP funding – Moved to Tier 3

- DOT&PF Response: This project was previously addressed in the February 23rd, FHWA/FTA letter response to DOT&PF questions. We continue to disagree that “operations” should be removed from the title and scope. The Whittier Access Road is a substantial portion and component of a National Highway System intermodal connector, identified as the Whittier Ferry Terminal, Facility ID AK14F; and, the Whittier Access Road is conclusively and indisputably recognized by DOT&PF and FHWA as a “necessary road” of the Alaska Marine Highway System, thereby permitting Federal participation at 100% allowed under Section 218 of Title 23, “including the lease, purchase, operation, repair, or construction”.

FHWA Comment: 33974 Cascade Point Ferry Terminal - No ferry facility here/not part of any transportation network. Project is ineligible for federal-aid funding – Moved to Tier 3

- DOT&PF Response: This project was previously addressed in the February 23rd, FHWA/FTA letter response to DOT&PF questions and was described as resolved. The proposed funding is identified for future lease payments related to future construction of a facility at the North end of the Glacier Highway in Juneau Alaska. Our research indicates this type of proposal is eligible for Federal funding. We were clear in the scope of the project of our intent. DOT&PF references Memorandum “Implementation Guidance for the Ferry Boat Program (FBP) as Revised by the Bipartisan Infrastructure Law” dated 4/21/23. Specifically, Section G.9.d. (page 12): “Ferry boat or ferry terminal lease”. “When a public entity leases a ferry boat or terminal facility from a private entity, both the capital and operation (See 23 U.S.C. 147(k)) portion of the cost of leasing the ferry boat will be eligible for reimbursement under the FBP.” Furthermore, Section F.5.c “Eligible activities include: The capital and operation (see 23 U.S.C. 147(k)) portion of the cost of leasing a vessel or facility.” We respectfully request FHWA to honor this project.

FHWA Comment: 34205 Ferry Boat Funds as Toll Credits - Toll credits do not come from a federal funding source. Any use of toll credits should be noted on the individual projects they are programmed to be used on. Toll credits have been requested and are being reviewed for approval by FHWA – Excluded.

- DOT&PF Response: We believe this corrective action was resolved with the March 27th Partial Approval. We have revised the STIP accordingly to address the toll credits on the individual pages.

FHWA Comment: 33248 Shishmaref Sanitation Road Erosion Control - No CDS/earmark funds have been allocated to this project. Unclear where ER funding is coming from (no ER funds for this) – Moved to Tier 3.

- DOT&PF Response: Funding for this project has been adjusted to reflect the use of STBG, and the portion of Earmark AK115 (Shishmaref Relocation Road) which will be utilized for this effort. An accounting of this earmark is available upon request.

FHWA Comment: 6447 Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, Rehab, and Replacement Program - Monitoring/Inspection work is ineligible for Bridge Formula Program (BFP) funding – Excluded.

- DOT&PF Response: See response from Tier 1, Finding 3, Corrective Action i.

FHWA Comment: 12579 Bridge Scour Monitoring and Retrofit Program – Monitoring is not eligible for BFP – Moved to Tier 3.

- DOT&PF Response: Bridge Formula Program funding is now removed from the program.

FHWA Comment: 343130 State Owned Shipyard Repairs – Shipyards are not part of a transportation facility. Unclear how it is eligible for federal-aid funding. – Moved to Tier 3.

- DOT&PF Response: This project was previously addressed in the February 23rd, FHWA/FTA letter response to DOT&PF questions. Section 11117 of the IJA Law amended title 23 regarding the eligibilities of Toll Roads, Bridges, Tunnels, and Ferries. “(a) In General – Section 129(c) of title 23 United States Code, is amended in the matter preceding paragraph (1) by striking “the construction of ferry boats and ferry terminal facilities whether toll or free,” and inserting “the construction of ferry boats and ferry terminal facilities (**including ferry maintenance facilities**), whether toll or free, and the procurement of transit vehicles used exclusively as an integral part of an intermodal

ferry trip.” We respectfully request an eligibility determination from FHWA regarding the State-Owned Shipyards program.

Table D-2: Tier 2 Additional Ineligible Projects

FHWA Comment: 33860 PROTECT Program - Project description is not adequate to support project grouping. Please provide a sufficient description or specify the project for which PROTECT funds will be used for AC Conversion.

- DOT&PF Response: We have revised the request to add a project titled “West Coast Alaska Storm 2022 Planning.” This project will be funded through PROTECT program allocations.

Updated Appendix E – Conditions for Project Approval

FHWA Comment: Table E-1: FHWA and FTA are unclear of the eligibility for projects included in Table E-1. Project descriptions must sufficiently describe the project or phase, estimated total costs must be consistently and accurately defined, federal funds programmed by year must be supported by a specific funding source(s), and agencies responsible for implementation of projects must be clearly identified per 450.218(i). The questions posted for each comment must be addressed prior to authorization. This may require a STIP amendment for some projects.

- DOT&PF Response: Table E-1 has comments and questions on over 60 projects. We have addressed many of the comments/questions as were applicable to the STIP. Several of the questions pertain to eligibility calls, and several have been addressed in prior comment statements under Table D-1 comments.

Attachment B

Federal Planning Finding Tier 2, 1a Corrective Action

The DOT&PF must develop and implement processes and procedures for a continuing, cooperative, and comprehensive planning process that meets the requirements of 23 CFR 450.208. These documented procedures should also include the DOT&PF's role and responsibility for oversight of MPOs, and procedures for air quality conformity, Unified Planning Work Program development, MPO Certifications, STIP development, and other joint planning processes.

DOT&PF Response Document

To ensure DOT&PF meets the requirements of 23 CFR 450.208 as it relates to continuing, cooperative, and comprehensive planning with the State's MPOs, the following draft procedures have been developed. The actions described for each planning process are based in the guidance provided by federal and state regulations which are noted throughout.

MPO Oversight

- For each MPO in Alaska, a formal Operating Agreement as required by 23 CFR 450.314(a) exists that serves to provide the structure and process for continuing, cooperative, and comprehensive development and implementation of transportation plans and programs within the metropolitan planning areas. All existing MPO operating agreements provide DOT&PF with membership on their Policy and Technical Committees, as well as additional seats on advisory committees. This representation ensures that DOT&PF policies are developed and implemented in tandem with the MPOs, and a feedback mechanism exists in perpetuity. Within these operating agreements, clear statements of cooperation and assistance between the MPOs and DOT&PF in development of planning documents are made throughout, and the procedures through which this collaboration occurs are described in the following sections.

MPO TMA Certification

- Transportation Management Area (TMA) certification reviews occur between the MPOs and FHWA/FTA.
- The DOT&PF participates via Technical Committee (TC) and Policy Board (PB) committees, actively participating in the field review process, attending the certification meeting, and assisting with corrective actions and development of a plan of action.

MPO Self-Certification

- The MPO self-certification is done via the TIP submission and is addressed in the operating agreements. The DOT&PF is responsible for signing the self-certification after ensuring the requirements are met. This is done through participation in the TC and PB committees.

MPO Air Quality Conformity

- Two of Alaska's MPOs operate under Limited Maintenance Plans related to Alaska's Statewide Implementation Plan (SIP). This requires the MPOs to confirm the continued eligibility of their Limited Maintenance Area status and affirm that Transportation Control Measures required by the Alaska SIP continue to be implemented with each version of their TIP. To do so, with each TIP submission, MPOs include an air quality conformity report to establish a regional air quality

conformity demonstration (if necessary). This air quality conformity demonstration follows methodologies approved by the MPO's Interagency Consultation Team (ICT). The ICTs consist of several agencies from the state and federal level, including DOT&PF. The DOT&PF's involvement in ICTs and conformity demonstrations is an example of the cooperative process agreed to in the MPO operating agreements.

- One MPO operates under the Serious Non-Attainment Area designation related to the SIP. In addition to the requirements under Limited Maintenance Plans, the MPO must engage in project level conformity determinations through the ICT. The DOT&PF participates in the ICT process similar to the Limited Maintenance Plans. DOT&PF typically assists with travel demand modeling in support of air quality modeling.
- Details and specific roles of the DOT&PF in ICT are documented in the MPO operating agreements.

MPO Metropolitan Transportation Plan, TIP, and Unified Planning Work Program

- MPOs develop and manage the MTP, TIP, and UPWP documents. DOT&PF supports development of these work products as described in each MPO's operating agreement, including development of project lists, providing financial data to ensure fiscal constraint, assisting in the application of scoring criteria, and other actions requested by the MPOs. These operating agreements incorporate development requirements outlined in 23 CFR 450.324 & 450.326.
 - Through the actions prescribed in the operating agreements and its membership in MPO committees, DOT&PF ensures that MPOs receive continuous support in creating and maintaining these fundamental documents.
- DOT&PF's role in the approval of MTPs, TIPs, and UPWPs is described in the operating agreements.
 - For MTPs, MPOs submit these directly to FHWA and FTA for approval. DOT&PF participates in the MTP development through the Technical and Policy Committees.
 - UPWP documents are routed through DOT&PF to FHWA and FTA to verify urban planning funding details per the state's responsibility under 23 USC § 104(d). UPWPs do not require DOT&PF approval.
 - Federal guidelines outline DOT&PF's role in approving TIPs and any associated modifications or amendments.
 - The following section describes DOT&PF's procedures for TIP and amendment approvals, annotated with the appropriate regulations.
 - Per 23 CFR 450.328(b): "After approval by the MPO and the Governor, the State shall include the TIP without change, directly or by reference, in the STIP..." The State is responsible for ensuring the sufficiency of the technical processes that MPOs utilize to execute the TIP revision elements described in 23 CFR 450.328(a). These elements are:
 - The FHWA and FTA have made a conformity determination for a TIP amendment including any non-exempt projects, or for a replacement TIP (if necessary),
 - Fiscal constraint within the TIP has been sufficiently demonstrated, and,
 - In revising the TIP, the MPO has used public participation procedures consistent with 23 CFR 450.316(a).
 - When DOT&PF confirms that the three criteria have been met, the TIP will be forwarded to the Governor or their designee with a recommendation to approve the TIP. DOT&PF then informs the MPO of this action in writing. If any issues are found, or further

information is needed to verify the TIP's adherence to federal regulations, DOT&PF will contact the MPO in writing for clarification. In either case, DOT&PF will formally respond to the MPO within a reasonable time. In the event the Governor cannot approve an MPO's TIP, a letter outlining the cause will be sent to the MPO to ensure clarity and provide the MPO with direction to achieve approval.

Performance Measures & Target Setting

- DOT&PF is committed to supporting MPO performance-based approaches to planning as required in 23 CFR 450.306(d). DOT&PF and MPO coordination is documented in a Memorandum of Understanding for two of the MPO's at this time.
 - Coordination between DOT&PF and MPOs begins when DOT&PF initiates an internal process of setting statewide performance targets as required in 23 CFR 490.105.
 - Initial consultation meetings are held that include the MPOs, FHWA (and FTA when applicable), and other interested parties. During these meetings, DOT&PF provides an overview of the federal requirements, associated data, external factors, policy implications, and other critical information to inform the process. DOT&PF facilitates a discussion as to what appropriate targets would be and memorializes the process in notes, which are later distributed to all parties.
 - A second meeting is held to finalize the targets.
 - After approval by the DOT&PF Commissioner, the performance measures are submitted to the MPOs for their consideration of inclusion in their planning documents as described in 23 CFR 450.306(d)(2) & (d)(4).

STIP Development

The following section describes the DOT&PF's STIP Development process and the DOT&PF's procedures to satisfy the requirements for MPO cooperation as described in 23 CFR 450.218.

- **Data Collection and Initial Planning**
 - Establish criteria for prioritizing projects as needed.
 -
 - Provide the MPOs with a list of DOT&PF prioritized projects within the MPO boundary.
 - Collect and review transportation projects and programs from all MPOs.
 - Evaluate project proposals for alignment with statewide transportation goals, planning priorities, and federal and state strategic objectives.
- **Project Prioritization and Selection**
 - Prioritize projects through a collaborative process involving DOT&PF, MPOs, and other stakeholders.
 - When a project evaluation board (PEB) meeting takes place, MPOs will be given notification at least 14 days prior to the meeting per 17 AAC 05.175(k).
- **Financial Plan Development**
 - Develop a comprehensive financial plan that details funding sources, projections, and allocations for the prioritized projects over the period of the STIP.
 - Ensure fiscal constraint, meaning that the STIP includes only those projects that can be implemented with current or reasonably anticipated funding.
- **Revenue Forecast**
 - The Commissioner will consult with MPOs and then provide written determination regarding the level of federal financing allocated under available programs to MPOs per 17 AAC 05.160 and provide an explanation of how the criteria described in 17 AAC

05.155(b) was used to reach the determination. The target for this is within 30 days of an apportionment memo.

- DOT&PF will also provide a summary of projections for funding availability over the next four years in the new STIP on a statewide basis.
- The DOT&PF will engage with the MPOs annually to discuss revenue forecast.
- **Draft STIP Preparation**
 - Compile all prioritized projects along with their funding and scheduling details into a draft STIP document.
 - Include all necessary funding details, scopes, schedules, and Year of Expenditure (YOE) cost estimates.
 - DOT&PF staff will collaborate with MPOs to ensure all State-sponsored projects included in the Draft STIP are consistent with the MPO's MTP and TIP. Sufficient time will be provided to each MPO to consider amending their MTP and TIP to include any newly identified projects (not currently in MTP) selected by DOT&PF for inclusion into the new STIP.
 - The MPO's TIPs are incorporated by reference.
- **Interagency and Public Review**
 - During the 45-day public comment period, circulate the draft STIP among federal, state, and local agencies for technical review.
 - MPOs will be notified of all public meetings soliciting comments on the STIP as described in 17 AAC 05.160(e)&(g).
 - Conduct public outreach sessions, workshops, and leverage online engagement platforms to solicit feedback from community members, stakeholders, and interest groups.
- **Incorporation of Feedback and Revisions**
 - Analyze feedback received during the review period to identify necessary changes or adjustments to projects and programs in the STIP.
 - Revise the draft STIP accordingly, addressing concerns raised and improving the plan's alignment with community and stakeholder expectations.
 - The final STIP will be presented to the MPOs, detailing relevant comment adjudications and changes from the original draft.
- **Final Approval and Adoption**
 - The DOT&PF Commissioner on behalf of the Governor of Alaska will submit the revised STIP for approval by FHWA and FTA.
 - Upon receiving all necessary approvals, formally adopt the STIP and announce its adoption through official channels.
 - Within 10 days of USDOT approval of a final STIP, MPOs will be given notice of its adoption per 17 AAC 05.180(b).
- **Amendment and Modification**
 - Regularly review the STIP to assess the need for amendments or modifications due to changes in project scopes, funding levels, or unforeseen circumstances.
 - Follow the approved amendment and administrative modification process, including public and interagency review, for any significant changes to the projects listed in the STIP.
 - Notification of MPOs regarding the amendment of the State's STIP will occur as directed in 17 AAC 05.195(d). DOT&PF will provide notice of a proposed major amendment to the STIP to any MPO affected by the amendment of the STIP. In the notice, DOT&PF will describe the amendment and the impact of the

amendment upon the STIP, will solicit comments regarding the amendment, and will provide for a comment period on the proposed amendment of the STIP of not less than 30 days after the publication of the notice.

- Within five days of USDOT approval of a STIP amendment, MPOs will be given notice of its adoption per 17 AAC 05.195(e).

Other Joint Planning Efforts (e.g. LRTP)

- The actions delineated below serve as DOT&PF's procedure for MPO coordination as described in 23 CFR 450.216.
 - Before substantial efforts to update joint planning elements such as the LRTP occur, MPOs will receive a formal notice of DOT&PF's intent to update the plan as required under 17 AAC 05.135(a)(2) that includes an invitation to participate in a public review group as described in 17 AAC 05.140. This notice will include a request and provide a means for feedback in accordance with 17 AAC 05.135(c)(2).
 - MPOs will be notified of all public meetings soliciting comments on the plan as described in 17 AAC 05.140(d) and 17 AAC 05.145(b).
 - To meet the requirements of 17 AAC 05.145, MPOs will receive a notice of the public comment period along with a means to access the draft plan three days before the beginning of the 45-day public review and comment period.
 - Once the plan is officially adopted by the DOT&PF Commissioner, MPOs will receive a notice of the action within 15 days per 17 AAC 05.150(b).
 - All notifications described in this section will be instigated by the plan update project manager and routed through the appropriate DOT&PF MPO Coordinator.

Attachment C

Tier 2 Finding 2 Corrective Action b.

The STIP must document the public involvement processes including the involvement and coordination with affected local and appointed officials and the disposition of public comments.

PUBLIC INVOLVEMENT PROCESS

Public engagement is an integral and vital part of the Statewide Transportation Improvement Program development process. The Alaska DOT&PF has established tools and processes to support early and continuous engagement with the public, legislators, local governments, Tribal governments, Federal land management agencies, MPOs, RPOs, and other transportation stakeholders. These efforts are conducted in accordance with 23 CFR 450.210, 17 AAC 05.135 and 17 AAC 05.160 ensuring a transparent, inclusive, and collaborative approach to transportation planning and decision-making.

The DOT&PF provides a webpage that outlines relevant public involvement processes and resources to support effective public engagement in the planning process including the development of the draft STIP. At all times, we maintain active tools for engagement with the general public in the development and implementation of the STIP.

Key Elements of the Public Involvement Process

- 1. Public Meetings and Hearings:**
 - DOT&PF regularly conducts public meetings and hearings across the state to gather input on transportation projects and plans. These meetings are held at accessible locations and times to encourage broad participation. Virtual meetings and webinars are also utilized to reach a wider audience, especially in remote and rural areas.
- 2. Public Notices and Outreach:**
 - Public notices are issued to inform the community about upcoming meetings, public comment periods, and significant milestones in the STIP process. Notices are disseminated through various channels, including newspapers, DOT&PF's website, social media, and email lists to ensure comprehensive coverage.
- 3. Online Engagement:**
 - DOT&PF leverages online platforms to facilitate public participation. The STIP documents, project information, and relevant updates are made available on the DOT&PF website. Online surveys and comment forms are also provided to gather feedback from those who may not attend in-person meetings.
- 4. Stakeholder Collaboration:**
 - DOT&PF collaborates with a broad range of stakeholders, including MPOs, RPOs, Tribal governments, local municipalities, and other relevant entities. This collaboration ensures that diverse perspectives are considered in the planning process.
- 5. Public Comment Periods:**
 - During the STIP development and amendment phases, DOT&PF provides formal public comment periods, allowing individuals and organizations to review and comment on

proposed plans and projects. All comments received are documented and considered in the final decision-making process.

6. Interactive Tools:

- Innovative tools such as interactive maps, project visualization software, and social media platforms are employed to enhance public understanding and engagement. These tools allow the public to explore project details and provide input more effectively.

7. Education and Outreach Programs:

- DOT&PF conducts educational outreach programs to inform the public about the transportation planning process, the importance of their participation, and how their input influences transportation decisions.

DOT&PF ensures that all public input is thoroughly documented and considered. Responses to public comments are provided, explaining how the feedback was addressed or incorporated into the final plans. This transparent approach builds trust and demonstrates the department's commitment to public involvement.

DOT&PF is committed to continuously improving its public involvement processes. Feedback on the public participation process itself is solicited to identify areas for enhancement. Regular reviews and updates to the PPP ensure that the strategies remain effective and inclusive.

Alaska Legislature: Elected Officials

DOT&PF recognizes the importance of consulting with the Alaska Legislature to ensure comprehensive and informed transportation planning and decision-making. This process is in alignment with 23 CFR 450.210, which requires state departments to engage in a continuous, cooperative, and comprehensive transportation planning process.

The DOT&PF engages with the Alaska Legislature through several established processes:

Regular Reporting: The DOT&PF provides regular reports to the Alaska Legislature on transportation planning activities, project updates, and budgetary considerations. These reports are submitted to relevant legislative committees, including the House and Senate Transportation Committees, and other committees as appropriate.

Legislative Hearings: The DOT&PF participates in legislative hearings to discuss transportation projects, funding needs, and policy issues. During these hearings, DOT&PF representatives provide testimony, answer questions, and engage in discussions with legislators to address concerns and provide detailed information.

Individual Legislator Meetings: DOT&PF officials regularly meet with individual legislators and their staff to discuss specific projects, community impacts, and constituent concerns. These meetings facilitate direct communication and allow for the exchange of detailed information tailored to the interests and needs of specific legislative districts.

Legislative Session Briefings: Prior to and during the legislative session, the DOT&PF conducts briefings for legislators to provide updates on major transportation initiatives, the status of the Statewide

Transportation Improvement Program and any amendments. These briefings ensure that legislators are well-informed about ongoing and planned transportation activities.

Written Communications: The DOT&PF maintains open lines of communication with the legislature through written correspondence, including letters, emails, and official reports. This ensures that legislators receive timely and accurate information regarding transportation planning and project developments.

Public Notices and Opportunities for Feedback: During the STIP Public Notice period, the DOT&PF provides notifications to the Alaska Legislature, inviting feedback and comments. Legislators are offered opportunities to request presentations and provide input on transportation planning activities and project prioritization.

Visual Tools and Online Resources: The DOT&PF utilizes visual tools and online resources to communicate the status of projects and programs. These tools are accessible to legislators and the public through the STIP-AKDOT Hub, providing transparent and up-to-date information on transportation initiatives across the state.

Collaborative Partnerships: The DOT&PF fosters collaborative partnerships with legislative bodies, encouraging ongoing dialogue and cooperation. These partnerships are essential for addressing statewide transportation challenges and ensuring that legislative priorities and community needs are reflected in transportation planning efforts.

By implementing these processes, the DOT&PF ensures effective consultation with the Alaska Legislature, promoting a transparent, inclusive, and cooperative approach to transportation planning. This aligns with the requirements of 23 CFR 450.210, fostering informed decision-making and legislative support for Alaska's transportation infrastructure.

Underserved Communities

In carrying out the statewide transportation planning process per 23 CFR 450.210, including development of the STIP, the State has developed and uses a documented public involvement process that provides opportunities for traditionally underserved populations to review and engage with the STIP, by providing convenient opportunities to comment at key decision points. Traditionally underserved Alaskans include those not served by the existing transportation network, low-income and minority households, and those who may face challenges accessing employment and other services. Alaska DOT&PF process includes ensuring

- Access to web based STIP documents
- Comment opportunities in a variety of technologies, including phone, text, web-based comment forms, and in-person events
- Virtual public meetings that can be accessed by a variety of technologies, including phone, via social media, or web-based platform.
- In person presentations to community councils, representing traditionally underserved communities, at times and locations that are convenient in terms of work hours and ability to physically access via mass transit.

- Direct outreach to senior service providers, disability government and non-government advocacy groups and service providers, culture and ethnic organizations, and those serving the blind and visually impaired.
- Outreach to non-English speakers (Yupik and Spanish) in native languages to communicate opportunities to engage in transportation planning processes.

Local Municipal Governments

The State of Alaska's Constitution, Article X, Section 2, establishes two forms of local government: cities and organized boroughs, which form the basic structure of Alaska's Municipal Government. Both cities and boroughs are municipal corporations and political subdivisions of the State of Alaska, as defined by AS 29.04.010 and AS 29.04.020.

Article X, Section 3 of the Alaska Constitution mandates that the entire state be divided into either organized or unorganized boroughs based on criteria such as natural geographic boundaries, economic viability, and common interests. Generally, organized boroughs have been established in areas with more developed economies, while the large portion of the state that has not incorporated as an organized borough is designated as the unorganized borough.

Cities and boroughs are classified as either home rule or general law municipalities. Home rule municipalities define their powers and duties through an adopted charter ratified by voters and can exercise any power not prohibited by state or federal law or by the home rule charter. General law municipalities derive their powers and duties from established law, as stated in Article X, Sections 9, 10, and 11 of the Alaska Constitution and AS 29.04.010.

In urban areas with populations exceeding 50,000, Alaska's three Municipal Planning Organizations (MPOs) play a leading role in transportation planning in cooperation with the Department of Transportation and Public Facilities (see MPO section following).

Outside urban boundaries, the DOT&PF employs various processes to maintain communication with communities and solicit feedback on the Statewide Transportation Improvement Program (STIP) and its amendments. These methods include:

- Attending local government meetings and community council sessions
- Collaborating with non-governmental organizations
- Distributing press releases, and conducting virtual and in-person meetings, direct mail, and email communications

The DOT&PF has established partnerships with statewide and local organizations representing communities and community stakeholder groups, such as the Alaska Municipal League and Southeast Conference. In addition DOT&PF has developed a guidance document for cooperation processes with Non-Metropolitan Local Officials which is available on our website here:

<https://dot.alaska.gov/stwdplng/areaplans/related/docs/NMLOCPfinalFeb21.pdf>

These relationships and partnerships facilitate continuous and two-way communication on matters affecting smaller communities. Additionally, DOT&PF staff are encouraged to interact with their counterparts within local government structures, ensuring thorough information dissemination throughout all levels of the organizations.

During the development of the STIP and its amendments, DOT&PF staff provide information on relevant projects and planning activities to local municipal governments. During the STIP Public Notice period, local municipal governments receive notifications and are offered opportunities for presentations if requested. Furthermore, DOT&PF offers new visual tools to communicate the status of projects and programs, accessible at [STIP-AKDOT Hub](#).

This approach ensures compliance with 23 CFR 450.210, promoting transparent and inclusive public participation in transportation planning across Alaska.

Tribal Governments

DOT&PF has an established Tribal consultation process as outlined in the Alaska DOT&PF Tribal Consultation Policy. This policy, accessible [here](#), reinforces government-to-government relationships between the department and the Tribes in Alaska through consultation on significant matters of mutual concern, which applies to the development of Tribal Transportation Improvement Programs (TTIPs) and Statewide Transportation Improvement Programs (STIPs). The policy encompasses notifications, dissemination of information, the consultation process, interdepartmental cooperation, and participation in working groups (State-Tribal forums).

The policy provides guidance to all DOT&PF employees involved in actions that significantly or uniquely affect a Tribe in Alaska, as well as any Tribal actions that significantly or uniquely affect the department. It lays the foundation for establishing and maintaining effective government-to-government communications and promotes consultation and coordination with these Tribes, ensuring that consultations are conducted in a culturally sensitive manner.

DOT&PF maintains established channels of communication with Tribal partners throughout Alaska via regular in-person and virtual meetings, traditional and electronic communications, and face-to-face interactions at regional conferences and gatherings. These communication channels are used to inform, engage, and consult with Alaska's Tribal partners, facilitating comprehensive and cooperative conversations that allow Tribal stakeholders to share their vision and goals for their communities. Additionally, DOT&PF enhances these efforts with mass communication techniques to ensure broader awareness of the STIP's availability and public comment period in rural Alaska.

Critical components of our Tribal Processes include:

- **Anchorage Field Office (AFO) ANC/MSB Tribal Coordination Meetings:** These bimonthly meetings involve Tribes such as CIRI, Ahtna, Eklutna, Chickaloon, and Knik, focusing on surface transportation planning.
- **Fairbanks Field Office Northern Region Tribal Coordination Meetings:** These monthly meetings include Interior Tribes such as Doyon, Manley, Minto, Nulato, Rampart, Tanana, and Tanana Chiefs, and also focus on surface transportation planning.
- **Southcoast Region Tribal Coordination:** Ongoing engagement with the Tribes of Southeast and Southwest Alaska.

In addition to the Tribal governments, there are other indigenous entities and organizations that play significant roles in representing Alaska Native interests and governance. These include:

1. **Alaska Native Corporations:** Established under the Alaska Native Claims Settlement Act (ANCSA) of 1971, these corporations are divided into regional and village corporations. There are 12 regional corporations and numerous village corporations, each responsible for managing lands and resources, and providing economic opportunities for their shareholders.
2. **Tribal Consortia and Inter-Tribal Organizations:** These organizations often consist of multiple Tribes or villages that come together to provide services and advocate for common interests. Examples include the Tanana Chiefs Conference and the Association of Village Council Presidents.
3. **Alaska Native Tribal Health Consortium (ANTHC):** ANTHC is a nonprofit health organization that provides medical, health, and social services to Alaska Native and American Indian people in Alaska.
4. **Regional Nonprofit Organizations:** These entities, like the Bristol Bay Native Association or the Southeast Alaska Regional Health Consortium (SEARHC), provide a range of services including health, social, economic, and educational support to their member Tribes and communities.

During the development of the STIP and its amendments, information on projects and planning activities is shared through regular planning and project processes. During the STIP Public Notice period, Tribes and other indigenous entities are notified and offered presentation opportunities as outlined in Table 12. This approach ensures a continuous, cooperative, and comprehensive dialogue with Tribal partners, aligning with the department's commitment to culturally sensitive and effective consultation practices.

Federal Land Management Agencies

DOT&PF ensures coordination with federal land management agencies through a continuous, cooperative, and comprehensive (3C) transportation planning process, in compliance with 23 CFR 450.210. This approach ensures that transportation planning is consistent and coordinated among different agencies and jurisdictions.

Several federal entities in Alaska serve as land managers, overseeing vast tracts of land for various purposes, including conservation, resource management, recreation, and native affairs. These entities include:

1. **Bureau of Land Management (BLM):** Manages approximately 72M acres of public land in Alaska, focusing on resource development, conservation, and recreational use.
2. **U.S. Forest Service (USFS):** Manages two national forests in Alaska, the Tongass National Forest and the Chugach National Forest, covering about 22M acres combined.
3. **National Park Service (NPS):** Oversees approximately 54M acres of national parks, preserves, monuments, and historic sites in Alaska, including Denali National Park and Preserve, Glacier Bay National Park and Preserve, and Katmai National Park and Preserve.
4. **U.S. Fish and Wildlife Service (USFWS):** Manages 16 national wildlife refuges in Alaska, covering around 77M acres, including the Arctic National Wildlife Refuge and the Yukon Delta National Wildlife Refuge.
5. **Bureau of Indian Affairs (BIA):** Manages land held in trust for Alaska Native Tribes and individuals, and provides services to enhance the quality of life and promote economic opportunities for Alaska Natives.
6. **Department of Defense (DoD):** Manages military installations and training areas in Alaska, including Joint Base Elmendorf-Richardson, Fort Wainwright, and the Pacific Alaska Range Complex.

7. **National Oceanic and Atmospheric Administration (NOAA):** Manages marine and coastal resources, including national marine sanctuaries and fisheries, though its land management is more focused on coastal and ocean areas.

These entities collaborate with state and local governments, Tribes, and other stakeholders to manage Alaska's diverse and expansive land resources effectively.

To implement the 3C structure, DOT&PF regularly attends and participates in the monthly Federal Land Managers Transportation Working Group (TWiG). This forum facilitates discussions on transportation issues and opportunities on federal lands in Alaska. Additionally, DOT&PF attends bi-weekly Federal Lands Access Program (FLAP) coordination meetings with Western Federal Lands (WFL) staff. The FLAP provides funding for transportation projects that improve access to federal lands, and DOT&PF's FLAP-funded projects are integrated into the Statewide Transportation Improvement Program (STIP). The department works closely with WFL staff to ensure alignment with federal and state goals and priorities.

During the development of the STIP and its amendments, DOT&PF provides information on projects and planning activities to respective federal land management agencies through normal planning and project processes. During the STIP Public Notice period, federal land management agencies receive notifications and are offered presentation opportunities upon request.

The DOT&PF values the input and collaboration of federal agencies and strives to maintain strong and productive relationships. By engaging in these structured coordination efforts, DOT&PF ensures that transportation planning processes are inclusive and responsive to the needs and priorities of federal land management agencies.

Municipal Planning Organization (MPO) Involvement

In compliance with 23 CFR 450.208, the Alaska DOT&PF, in cooperation with the State's three Municipal Planning Organizations (MPOs), follows a continuous, cooperative, and comprehensive (3C) coordination process. This process supports the production of the Statewide Transportation Improvement Program (STIP), Metropolitan Transportation Plans (MTPs), Transportation Improvement Plans (TIPs), and other MPO planning products.

DOT&PF planning staff meets weekly with the MPOs to collaborate on projects, discuss the STIP, and assist with work products. Monthly technical and policy meetings provide regular opportunities to engage the public on the development of these products and discuss the status of the various TIPs and the STIP. Planning staff also support virtual and in-person open houses and public involvement processes to facilitate these efforts.

In 2024, a statewide collaborative team was formed to ensure a unified approach to MPO processes and procedures across Alaska. This cross-regional team, comprising state and MPO staff, is developing formal processes and procedures to ensure compliance with federal requirements.

Since MPO Unified Planning Work Programs (UPWPs) are federally funded, MPO activities comply with federal funding requirements, including nondiscrimination matters such as Title VI, limited English proficiency, the Americans with Disabilities Act, environmental justice, and other nondiscrimination acts, policies, and orders. MPOs must also have a public participation process that provides individuals, members of the public, affected public agencies, and other interested parties with reasonable

opportunities to be involved in the metropolitan transportation planning process. The development of a Public Participation Plan (PPP) must, at a minimum, describe procedures, strategies, and desired outcomes for a variety of processes and plans to ensure a full and open participation process. The PPP ensures that the MPO is responsive to the public and is a good steward of public funds.

The STIP, through the incorporation of the respective TIPs by reference, verifies that these requirements have been met, ensuring a coordinated and compliant transportation planning process across all MPOs in Alaska.

Rural Planning Organization (RPO) Involvement

Alaska has established three Regional Planning Organizations (RPOs) throughout the state: Copper Valley (established in August 2022), Northwest Arctic Borough (established in March 2023), and FAST Rural RPO (established in February 2023). These organizations enable rural communities, Alaska Native Villages, and Tribal members to create stronger connections to transportation planning by organizing with multiple communities within a region and providing more feedback on regional transportation investments through regular meetings, consultation, and engagement.

The initial RPO organization phase gathers feedback from participants on how to best support transportation planning in rural Alaska. This feedback, along with the experiences of the RPO pilots, informs the regulations that will eventually govern a formal RPO program and processes statewide.

During the development of the Statewide Transportation Improvement Program (STIP) and its amendments, DOT&PF staff attend scheduled RPO meetings to provide information on projects and planning activities. During the STIP Public Notice period, RPOs receive notifications and are offered presentation opportunities upon request.

This approach ensures that rural communities have a significant voice in transportation planning, aligning with the continuous, cooperative, and comprehensive (3C) framework mandated by federal regulations.

Activities Supporting Public Engagement Processes

DOT&PF utilizes an interactive web-based platform to distribute the STIP across the state. The interface allows for easy public access with multiple tools to review the State's investments by city, borough, investment area, and legislative district. The platform includes low tech options for review, including the traditional PDF versions for those without high-speed connectivity. The interface allows the department to leave a public feedback portal open after public comment periods have ended to allow for ongoing STIP comment and dialog.

The tasks in Table 12 (Public Engagement Process Activities) are found in in regulation (17AAC 05.135 and 17AAC 05.160). STIP Amendment requirements can be found in 17 AAC 05.195 and include:

- Publication of a notice in a newspaper of general circulation in the geographic area of the project(s) amended.
- Written notice informing interested persons affected by the amendment of the STIP.
- Written notice informing MPO's affected by the amendment of the STIP.

- Solicit comments regarding the amendment, and will provide for a comment period on the proposed amendment of the STIP of not less than 30 days after the publication of the notice.

All Public Comments and the disposition of public comments are incorporated into the Alaska DOT&PF 2024-2027 STIP Engagement Summary and Change Log, which is incorporated by reference, and available on the Alaska DOT&PF 2024-2027 Statewide Transportation Improvement Program (STIP) website: <https://publicinput.com/stip/>

Table 1: Public Engagement Process Activities

Plan Elements	Reach	Audience
STIP Website Publication	Statewide	Statewide
Online Public Notice System	Statewide	Statewide
Media Release	7,000	Statewide
Social Media	78,000	Statewide
Radio Public Service Announcements (with translations)	Statewide	Statewide Western Alaska (Yupik) Urban Alaska (Spanish)
Direct mail to all municipal, village and Tribal governments	Statewide	Local Government Officials Village Government Officials Tribal Government Officials
Direct email to all municipal, village and Tribal governments with project specific information	Statewide	Local Government Officials Village Government Officials Tribal Government Officials
Publication in General Circulation Media	Sunday distribution 71,000 Wed. distribution 57,000	Statewide
Tribal Consultation Meetings Virtual and In-Person	229 Federally Recognized Tribes in Alaska,	Tribal Alaskans
Direct email to all NGO's, representing Transportation or unique ethnic/cultural Alaskans	200 organizations	Urban Community Councils Alaskan Seniors Alaskans experiencing disabilities Black Alaskans
Presentations to Civic Groups and Elected Officials		Elected Officials Civic Leaders Business/Corporate Leaders

DOT&PF documents all public engagement and provides references to formal public comment period timeframes and advertisements, summaries of general public involvement, summaries of municipal planning organizations and rural planning organizations involvement, Federal agency involvement, and summaries of local and Tribal government involvement. It also includes a change log summarizing changes from the public noticed STIP to the final STIP.

Attachment D
Tier 2, Finding 9: 23 CFR 450.336(b)
Transportation Management Area Certification Review

The following corrective actions must be resolved as described in the Anchorage Metropolitan Area Transportation Solutions (AMATS) 2023 Transportation Management Area Certification Review.

1. 23 CFR 450.326(c) and (d) Development and content of the transportation improvement program (TIP)

The TIP must include a description of the effect of the projects toward achieving the Federal performance targets. This includes analysis and clarification of how the TPM was administered through project selection and/or prioritization and how projects in the TIP will support the TPM targets. The TIP must include a description that demonstrates how projects contribute toward achieving the selected performance targets identified in the metropolitan transportation plan and link investment priorities to those performance targets.

2. 23 CFR 450.316(a)(1)(vi) Interested parties, participation, and consultation.

The PPP must include information about the disposition of public comments and how/where the public can gain access to the disposition of public comments as part of the final MTP and TIP documents.

3. 23 CFR 450.324 (f)(6) Development and content of the metropolitan transportation plan.

The MTP must document the consideration of the results of the CMP, including identifying any project including SOV projects, that result from the CMP.

4. 23 CFR 450.322 (d)(6) Congestion management process in transportation management areas.

The CMP must implement a process that assesses the effectiveness of implemented strategies, in terms of the area's established performance measures. This assessment should consider changes in policy, performance measures, and data collection to ensure the CMP is current and supports the planning processes of the MPO.

5. 23 CFR 450.326(j) Development and content of the transportation improvement program (TIP).

The TIP financial plan must demonstrate how the approved TIP can be implemented, including clearly identifying all federal funding sources as well as the required non-federal matching funds. These non-federal funds must be treated similarly to the Federal funds in terms of documenting whether the funds are reasonably expected to be available.

6. 23 CFR 450.326(j) Development and content of the transportation improvement program (TIP).

The TIP cannot include projects for which funds are not currently available, including those projects with zero funds. The TIP may only contain projects for which funding is reasonably expected to be available. Any projects that are not funded, are considered illustrative and must be clearly identified and are not considered part of the approved TIP. As funding becomes available, the illustrative project must be added to the TIP through approved amendment procedures.



METROPOLITAN PLANNING ORGANIZATION

4700 Elmore Road
Anchorage, Alaska 99507

June 11, 2024

James Starzec
AMATS Transportation Planner
Alaska Department of Transportation and Public Facilities
PO Box 196900
Anchorage, Alaska 99519-6900

Dear Mr. Starzec,

The 2023 AMATS Certification review contained six corrective actions. AMATS along with assistance from DOT&PF has been working diligently to address these corrective actions in a timely manner. Below is each corrective action with an explanation on how AMATS addressed them:

- 1. 23 CFR 450.326(c) and (d) Development and content of the transportation improvement program (TIP)** The TIP must include a description of the effect of the projects toward achieving the Federal performance targets. This includes analysis and clarification of how the TPM was administered through project selection and/or prioritization and how projects in the TIP will support the TPM targets. The TIP must include a description that demonstrates how projects contribute toward achieving the selected performance targets identified in the metropolitan transportation plan and link investment priorities to those performance targets.

 - AMATS addressed this corrective action with an update to the TIP narrative: [2023_2026_TIP_Narrative_05_16_24.pdf \(muni.org\)](#) that updated the performance management section under 2.6 starting on page 5. This section added the latest AMATS performance measures, targets, and then listed all projects in the TIP amendment #2 and what performance measures/targets they support. Additionally, this section outlines the performance measures and how they align with the criteria used to develop the TIP.

- 2. 23 CFR 450.316(a)(1)(vi) Interested parties, participation, and consultation.** The PPP must include information about the disposition of public comments and how/where the public can gain access to the disposition of public comments as part of the final MTP and TIP documents.

 - AMATS addressed this corrective action by updating the PPP: [PPP_Amendment_5162024.pdf \(muni.org\)](#) to include this information in the section for the MTP and TIP on pages 39 and 40.

- 3. 23 CFR 450.324 (f)(6) Development and content of the metropolitan transportation plan.** The MTP must document the consideration of the results of the CMP, including identifying any project including SOV projects, that result from the CMP.

 - AMATS addressed this corrective action with the 2050 MTP update: [Metropolitan Transportation Plan \(publicinput.com\)](#). Page 44 of the document explains the congestion management process and how it was incorporated into the 2050 MTP. Additionally, in chapter 6, the project lists identifies which projects are supportive of the 2016 CMP results.
- 4. 23 CFR 450.322 (d)(6) Congestion management process in transportation management areas.** The CMP must implement a process that assesses the effectiveness of implemented strategies, in terms of the area’s established performance measures. This assessment should consider changes in policy, performance measures, and data collection to ensure the CMP is current and supports the planning processes of the MPO.

 - AMATS addressed this corrective action with close coordination and assistance by DOT&PF through their term consultant contract. The consultant helped to develop the assessment required for this corrective action and it is attached as part of this document.
- 5. 23 CFR 450.326(j) Development and content of the transportation improvement program (TIP).** The TIP financial plan must demonstrate how the approved TIP can be implemented, including clearly identifying all federal funding sources as well as the required non-federal matching funds. These non-federal funds must be treated similarly to the Federal funds in terms of documenting whether the funds are reasonably expected to be available.

 - AMATS addressed this corrective action as part of TIP amendment #2. All projects were updated to show the match, the overall fiscal table #1 was updated to show the carry forward funding, the match required and how much is available, along with expanding all funding in the TIP to show revenue and costs. Additionally, the TIP narrative: [2023_2026 TIP Narrative 05_16_24.pdf \(muni.org\)](#) was updated to discuss fiscal constraint on page 17, section 2.7.5 that explains that there is enough funding anticipated to cover the costs of projects in the 23-26 TIP.
- 6. 23 CFR 450.326(j) Development and content of the transportation improvement program (TIP).** The TIP cannot include projects for which funds are not currently available, including those projects with zero funds. The TIP may only contain projects for which funding is reasonably expected to be available. Any projects that are not funded, are considered illustrative and must be clearly identified and are not considered part of the approved TIP. As funding becomes available, the illustrative project must be added to the TIP through approved amendment procedures.



METROPOLITAN PLANNING ORGANIZATION

4700 Elmore Road
Anchorage, Alaska 99507

- AMATS addressed this corrective action as part of TIP amendment #2. Any project that did not have funding in the 23-26 years or were unable to demonstrate funding availability were removed from the TIP and either shown as illustrative in the TIP narrative: [2023_2026_TIP_Narrative_05_16_24.pdf \(muni.org\)](#) under Appendix C or removed entirely.

If you have any questions, please let me know.

Sincerely,

Aaron Jongenelen
AMATS Executive Director/MPO Coordinator

Attached
Final CMP Evaluation Memo

TO: Aaron Jongenelen, AMATS MPO Director
Ben White, AFO Planning Chief, DOT&PF
James Starzec, AMATS MPO Planner, DOT&PF

FROM: Renee Whitesell, PTP

DATE: May 31, 2024

SUBJECT: Alaska 2027-2027 Statewide Transportation Improvement Program Federal Planning Finding

Tier 2: Updated Conditions for STIP Amendment Approval
part 8. 23 CFR 4503336(b) – Transportation Management Area Certification Review Corrective Actions

AMATS 2023 Transportation Management Area Certification Review Condition 4 – Congestion Management Program

The following analysis summarizes documentation requirements in the AMATS Metropolitan Transportation Plan (MTP) considering results of the Congestion Management Process (CMP), and how the current CMP (February 2016) assesses the effectiveness of implemented strategies in terms of the area's established performance measures. The evaluation was sought following FHWA's March 27, 2024, Alaska 2024-2027 Statewide Transportation Improvement Program (STIP) Federal Planning Finding.

The element addressed by this memo is part of Tier 2: Updated Conditions for STIP Amendment Approval, part 8. 23 CFR 450.336(b) – Transportation Management Area (TMA) Certification Review, which applies specifically to the AMATS 2023 TMA Certification Review. This is:

4. 23 CFR 450.322 (d)(6) Congestion Management Process (CMP) in transportation management areas.

The CMP must implement a process that assesses the effectiveness of implemented strategies, in terms of the area's established performance measures. This assessment should consider changes in policy, performance measures, and data collection to ensure the CMP is current and supports the planning processes of the MPO.

CONGESTION MANAGEMENT PROCESS (CMP)

A CMP is a systemic approach, defined by region, for managing congestion through the use of travel demand reduction and operational management strategies. The CMP is intended both to provide accurate, up-to-date information on transportation system performance and to assess alternative strategies for congestion management that meet State and local needs. It works within the transportation planning process to move congestion management strategies into the funding and implementation stages.

A CMP is required in TMAs to address congestion through a process that provides for effective transportation systems management and operations, based on cooperatively developed travel demand reduction and operational management strategies. Even if a metropolitan area is not a TMA, the CMP represents good practice in monitoring, assessing, and resolving congestion

issues. The CMP establishes a systematic method to identify and evaluate transportation improvement strategies, including operations and capital projects.

A well-designed CMP may help an MPO perform the following functions:

- Define congestion in the region and identify congested locations
- Determine the cause of congestion
- Evaluate the potential of different strategies to manage congestion
- Propose alternative strategies that best address causes and impacts of congestion
- Evaluate impacts and effectiveness of previously implemented strategies

The CMP provides a framework for responding to transportation system congestion in a consistent, coordinated fashion. The CMP framework addresses congestion through a performance-based process that involves developing congestion management objectives and supportive performance measures, collecting appropriate data, analyzing problems, identifying solutions, and evaluating whether implemented strategies are effective.

The CMP is a mechanism for identifying short, medium, and long-term strategies for addressing congestion on a system-wide, corridor-level, and site-specific basis. It also highlights the Transportation Demand Management (TDM) and operations strategies that historically may not have been a focus of metropolitan transportation planning. It can focus on issues such as transportation system reliability and non-recurring congestion, which are not well-addressed through traditional transportation demand modeling.

CMP FOR AMATS MPO

The CMP Update for the Anchorage Bowl and Chugiak-Eagle River was most recently updated in February 2016. The CMP technical report outlined objectives designed to:

- Meet the federal requirements for congestion management planning under Moving Ahead for Progress in the 21st Century Act (MAP-21)
- Provide the technical foundation for the development of the CMP Update
- Integrate the CMP with the regions 2035 Metropolitan Transportation Plan (MTP) and 2040 MTP Update
- Inform the Status of the System report
- Consider agency stakeholders goals for congestion management as defined through the CMP Public Involvement Plan components.

Since then, AMATS has updated its Metropolitan Transportation Plan (MTP) twice, with the most recent plan, 2050 MTP (approved April 2024). As the current CMP is dated, this analysis will consider both the current CMP, and also elements that should be considered in an updated CMP that reflects the current legislation, state of the system, and 2050 MTP performance measures.

CERTIFICATION REVIEW ELEMENT: 4. 23 CFR 450.322 (d)(6) Congestion management process in transportation management areas

To fulfill this certification review element, FHWA requires that the CMP must implement a process that assesses the effectiveness of implemented strategies, in terms of the area’s established performance measures. This assessment should consider changes in policy, performance measures, and data collection to ensure the CMP is current and supports the planning processes of the MPO.

The CMP process for evaluating strategies included evaluating intersections and highway sections with unacceptable levels of congestion. This was summarized as congestion problems and needs, which were characterized as lower than desirable levels of service on some highway segments and intersections during the PM peak period. The Level of Mobility metric characterizes intersections as having a tolerable, moderate, serious, or severely detrimental level of mobility. This metric is comparable to Level of Service, but is considered easier to relate to as it describes congestion levels in a way that can be easier to understand.

The following corridors and streets were identified for consideration in the CMP:

- Glenn Highway
- Lake Otis Parkway
- Tudor Road
- Boniface Parkway
- Minnesota Drive
- C Street

Projects identified in the 2050 MTP as supporting 2016 CMP results include a range of streets and corridors. Several projects specifically focus on the streets and corridors listed above, noted in the table below by MTP number. In addition, there are projects addressing microtransit and the use of smart mobility technologies, which also support the 2016 CMP results.

2016 CMP Corridors for Consideration	2050 MTP Complete Streets Projects Supporting 2016 CMP Results	2050 MTP Active Transportation Projects Supporting 2016 CMP Results	2050 Public Transit Projects Supporting 2016 CMP Results	Notes for Supporting CMP Concurrence and MPO Planning Processes
Glenn Highway	TIP NHS 2; TIP NHS 5; TIP NHS 6: CPS 096	TIP NMO 5; NMO197; NMO205; NMO202	-	The 2016 CMP includes a CMP Project Analysis Form, which is required to be completed for all projects. Projects were otherwise scored as part of developing the 2050 MTP. Rather than creating onerous or otherwise duplicative forms, the updated CMP should be linked to the current MTP scoring process considering performance measures and goals as further discussed and evaluated below.
Lake Otis Parkway	CPS198	TIP NMO 6; NMO231	-	
Tudor Road	TIP Plans 3; TIP HSIP 5; TIP NHS 4	TIP NMO 7, NMO344; NMO288; NMO343	-	
Boniface Parkway	NMO094	-	-	
Minnesota Drive	TIP Plans 2	-	-	
C Street	TIP Plans 10; CPS037; CPS 141	-	-	

The following table provides an analysis of CMP strategies in terms of the 2050 MTP goals, objectives and strategies, and performance measures. As the 2016 CMP update is nearly 10 years old and was not updated concurrent with the 2050 MTP, the analysis notes gaps for consideration in a future CMP update.

National Performance Goals ¹	2050 MTP Goal Area	2050 MTP Objectives/Strategies	2050 MTP Performance Measures	2016 CMP Strategic Goal	2016 CMP Goals and Objectives	2016 CMP Actions and Strategies	2016 CMP Performance Measures	Gaps – For Future CMP Update
<p>1. Safety. To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.</p>	<p>Goal 2: Improve Safety and Security Provide safer and more secure places to live, walk, bike, ride the bus, and drive.</p>	<p>Objective 2A. Reduce the number and severity of vehicle, pedestrian, bicycle, motorcycle and commercial vehicle crashes and fatalities by following the Safe System Approach.</p> <p>Objective 2B. Improve ability to achieve timely emergency response.</p> <p>Objective 2C. Minimize conflicts between different modes of travel, reduce unsafe behaviors, and increase attentiveness and awareness.</p>	<p>2A-1 (FHWA) Number of Fatalities</p> <p>2A-2 (FHWA) Fatality rate (per 100 million vehicle miles traveled)</p> <p>2A-3 (FHWA) Number of serious injuries</p> <p>2A-4 (FHWA) Rate of serious injuries (per 100 million vehicle miles traveled)</p> <p>2A-5 (FHWA) Number of non-motorized fatalities and serious injuries</p> <p>2A-6 (FTA) Number of reportable fatalities</p> <p>2A-7 (FTA) Fatality rate per total vehicle revenue miles by mode</p> <p>2A-8 (FTA) Number of reportable injuries (People Mover, AnchorRIDES, RideShare)</p> <p>2A-9 (FTA) Injury rate per total vehicle revenue mile by mode (People Mover, AnchorRIDES, RideShare)</p> <p>2A-10 (FTA) Total number of reportable safety events (People Mover, AnchorRIDES, RideShare)</p> <p>2A-11 Safety event rate per total vehicle miles</p>	<p>Goal 2. Safety and Incident Management: Achieve a significant reduction in traffic fatalities and serious injuries in public roads, by providing a system that moves people and goods safely and securely.</p>	<p>Reduce the number and rate of fatality and serious injury crashes.</p> <p>Reduce number of commercial motor vehicle (CMV) and non-motorized traveler involved crashes.</p> <p>Decrease response and/or incident clearance times on major highways/arterials.</p>	<p>Assess the safety benefits of TDM, TSM, operations/ITS, transit, and other roadway strategies, projects, and programs.</p> <p>Implement operations/ITS strategies that enhance the region's traffic incident management program.</p>	<p>Vehicle crashes by severity, location, and mode.</p> <p>Fatality and serious injury crash rate per 100 million VMT.</p> <p>Incident response time.</p> <p>Number of pedestrian-vehicle and bicycle-vehicle crashes by severity and location.</p> <p>Incident clearance time.</p>	<p>Remove 2016 CMP Performance Measures that are not otherwise collected by AMATS (Incident response time, incidence clearance time) for ease of application and administrative burden.</p> <p>Provide clear alignment between a future CMP update and its associated actions and strategies and 2050 MTP projects.</p> <p>Update MTP project evaluation criteria as needed to demonstrate how projects implement actions and strategies set forth in a future CMP update.</p>

¹ 23 USC 150(b).

National Performance Goals ¹	2050 MTP Goal Area	2050 MTP Objectives/Strategies	2050 MTP Performance Measures	2016 CMP Strategic Goal	2016 CMP Goals and Objectives	2016 CMP Actions and Strategies	2016 CMP Performance Measures	Gaps – For Future CMP Update
			by mode (People Mover, AnchorRIDES, RideShare)					
<p>2. Infrastructure Condition. To maintain the highway infrastructure asset system in a state of good repair.</p>	<p>Goal 1: Maintain Existing Infrastructure Maintain transportation infrastructure in a state of good repair.</p>	<p>Objective 1A. Maintain and rehabilitate existing infrastructure to achieve a state of good repair with effective use for all modes of travel year-round.</p> <p>Objective 1B. Increase transportation infrastructure resiliency to natural hazards.</p>	<p>1A-1 (FHWA) Percentage of pavements of the Interstate System in Good condition</p> <p>1A-2 (FHWA) Percentage of pavements of the Interstate System in Poor condition</p> <p>1A-3 (FHWA) Percentage of pavements of the non-Interstate NHS in Good condition</p> <p>1A-4 (FHWA) Percentage of pavements of the non-Interstate NHS in Poor condition</p> <p>1A-5 (FHWA) Percentage of NHS bridges classified as in Good condition</p> <p>1A-6 (FHWA) Percentage of NHS bridges classified as in Poor condition</p> <p>1A-7 (FTA) Infrastructure: Percentage of track segments under performance restriction.</p> <p>1A-10 (FTA) Rolling Stock: Percentage of revenue vehicles exceeding useful life benchmark (PeopleMover, ARRC)</p>	<p>Goal 4. Freight: Improve the freight network to promote economic development, while maintaining the system in a state of good repair.</p>	<p>Reduce delay and improve truck reliability on corridors that serve major freight centers or economic hubs.</p> <p>Maintain adequate bridge/pavement condition ratings on freight corridors.</p>	<p>Emphasize reliability/operational efficiency on major freight corridors in the region by establishing priority for ITS deployments and services.</p>	<p>Annual hours of truck delay.</p> <p>Truck reliability Index.</p> <p>Daily Truck Volumes by Location.</p>	<p>2016 CMP State of good repair goal is freight focused, no performance measures included.</p> <p>Provide clear alignment between future CMP update actions and strategies and 2050 MTP goals, objectives, projects, performance measures to recognize value of facilities in a state of good repair on easing congestion and delays.</p> <p>Consider alignment with 2050 MTP facility maintenance goals and projects.</p> <p>Update MTP project evaluation criteria as needed to demonstrate how projects implement actions and strategies set forth in a future CMP update.</p>

National Performance Goals ¹	2050 MTP Goal Area	2050 MTP Objectives/Strategies	2050 MTP Performance Measures	2016 CMP Strategic Goal	2016 CMP Goals and Objectives	2016 CMP Actions and Strategies	2016 CMP Performance Measures	Gaps – For Future CMP Update
			<p>1A-11 (FTA) Equipment: Percentage of non-revenue vehicles exceeding useful life benchmark (PeopleMover, ARRC)</p> <p>1A-12 (FTA) Facilities: Percentage of facilities rated under 3.0 on the TERM scale (PeopleMover, ARRC)</p>					
<p>3. Congestion Reduction. To achieve a significant reduction on congestion on the National Highway System.</p> <p>4. System Reliability. To improve the efficiency of the surface transportation system.</p>	<p>Goal 3: Improve Access & Mobility Options Support an efficient, reliable, and connected transportation system that equitably improves access and mobility to all activities.</p>	<p>Objective 3A. Improve the existing transportation system efficient through the implementation of effective and innovative strategies and technologies, such as Transportation System Management and Operations (TSMO), Transportation Demand Management (TDM), and Intelligent Transportation Systems (ITS).</p> <p>Objective 3B. Provide facilities to encourage transit use and improve pedestrian and bicycle travel.</p> <p>Objective 3C. Implement transportation facilities that are appropriate for the intended adjacent land use and contribute to their placemaking opportunities.</p> <p>Objective 3D. Enhance the connectivity of the existing transportation network, minimizing barriers and disconnections, and</p>	<p>3A-1 (FHWA) Percent of person miles traveled on the Interstate System that are reliable</p> <p>3A-2 (FHWA) Percent of person miles traveled on the non-Interstate NHS that are reliable</p> <p>3A-3 (FTA) Mean distance between major mechanical failures by mode (People Mover, AnchorRIDES, RideShare)</p> <p>3E-1 (FHWA) Annual hours of peak hour excessive delay per capita</p> <p>3E-2 (FHWA) Percent of non-Single-Occupancy Vehicle (SOV) travel</p> <p>4A-1 (FHWA) Truck Travel Time Reliability Index</p>	<p>Goal 1. Efficiency and Reliability: Improve the efficiency and reliability of the surface transportation system, seeking to reduce congestion in the region, minimizing environmental impacts, and ensuring adequate system resilience.</p> <p>Goal 3. Travel Options: Provide a transportation system with viable and attractive choices across transportation modes.</p> <p>Goal 5. System Connectivity: Establish community connectivity with safe, convenient, year-round automobile and non-automobile travel routes between neighborhoods, commercial centers, and public facilities.</p> <p>Goal 6. Access and mobility: Improve access to goods, jobs, services, housing, and other destinations while providing mobility for</p>	<p>Reduce delay and improve travel times during peak-hour periods.</p> <p>Improve year-round reliability of travel times.</p> <p>Reduce non-recurring delay during peak-hour periods caused by traffic incidents, special events, work zones.</p> <p>Increase promotion of and participation in Ride Share program.</p> <p>Increase alternative (non-SOV) mode share for commuter trips.</p> <p>Reduce CO emissions through congestion management.</p> <p>Improve extent and quality of pedestrian and bicycle facilities.</p> <p>Reduce delay and improve travel time on facilities used for transit service.</p> <p>Develop and maintain a functional roadway hierarchy for new projects.</p>	<p>Develop tools and processes to better manage transportation system congestion into the future by implementing a comprehensive set of TDM, TSM, operations/ITS, transit, and pedestrian/bicycle strategies.</p> <p>Link transit operational strategies with MOA Public Transportation’s future projects for evaluation within the CMP.</p> <p>Identify/link transit strategies, programs, and projects from the MOA Public Transportation to CMP.</p> <p>Promote the use of ride-sharing programs by using ITS technologies to make them more attractive and convenient.</p> <p>Implement a comprehensive set of TDM, TSM, operations/ITS, transit, and pedestrian/bicycle strategies.</p>	<p>Total system VMT.</p> <p>Total vehicle hours traveled.</p> <p>Travel time by corridor.</p> <p>Annual vehicle hours of delay.</p> <p>Travel time ratio.</p> <p>80th percentile travel time index.</p> <p>Transit ridership per revenue hour of service.</p> <p>Transit on-time performance.</p> <p>Rideshare/Vanpool participation.</p> <p>Number of bicycle trips.</p> <p>Number of pedestrian trips.</p> <p>Connectivity index for pedestrian and bikeway systems.</p> <p>Population within ¼ mile of a fixed transit route.</p> <p>Public transportation/ automobile travel time</p>	<p>Align future CMP update performance measures with 2050 MTP performance measures.</p> <p>Many of the 2016 CMP performance measures are not currently measured or documented – consider which are most important to monitor progress, able to be easily captured, and do not create unnecessary administrative burden in future updates to improve ability to monitor process effectiveness.</p> <p>Provide clear alignment between future CMP update actions and strategies and 2050 MTP projects.</p> <p>Update MTP project evaluation criteria as needed to demonstrate how projects implement actions and strategies set forth in a future CMP update.</p>

National Performance Goals ¹	2050 MTP Goal Area	2050 MTP Objectives/Strategies	2050 MTP Performance Measures	2016 CMP Strategic Goal	2016 CMP Goals and Objectives	2016 CMP Actions and Strategies	2016 CMP Performance Measures	Gaps – For Future CMP Update
		<p>improving multimodal access to activity centers.</p> <p>Objective 3E. Manage congestion to support land use goals and facility efficient while avoiding unwanted induced demand impacts.</p> <p>Objective 3F. Support the operation of safe and efficient scheduled transit services that minimize travel times and distances.</p> <p>Objective 3G. Design, construct, and maintain multimodal facilities to support winter mobility.</p>		<p>people and goods in a safe, affordable, efficient, and convenient manner.</p> <p>Goal 7. Transit-Oriented Development: Promote the development of TODs in the region.</p>	<p>Improve motorized and non-motorized system connectivity.</p> <p>Reduce person miles traveled (PMT) and passenger hours traveled (PHT) per capita.</p> <p>Promote transportation system management (TSM), transportation demand management (TDM), and Intelligent Transportation System (ITS) strategies.</p> <p>Promote the development of mixed-use centers and transit-supportive corridors.</p> <p>Promote transit-friendly residential and commercial development in Downtown Anchorage and Eagle River.</p>	<p>Physical improvements to close critical gaps in bicycle/pedestrian network.</p> <p>Emphasize TDM strategies to better manage congestion across the transportation system.</p> <p>Emphasize projects that increase accessibility and mobility measures across the region.</p> <p>Promote TOD developments by emphasizing projects that would make transit services more attractive on desired corridors.</p>	<p>ratio to/from selected locations.</p> <p>Square feet of mixed-use center/ transit-oriented development.</p>	
<p>5. Freight Movement and Economic Vitality. To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.</p>	<p>Goal 4: Support the Economy. Develop a transportation system that supports a thriving, sustainable, broad-based economy, while maintaining and enhancing the surrounding area’s land use character.</p>	<p>Objective 4A. Enhance intermodal capabilities of the transportation system to meet the needs of freight generators, the military bases, and other employment centers and industrial and commercial areas, while maintaining compatibility with the current adopted Land Use Plans.</p> <p>Objective 4B. Attract community investment and tourism through improved transportation system accessibility, aesthetics,</p>	<p>4A-1 (FHWA) Truck Travel Time Reliability Index</p>	<p>Goal 4. Freight: Improve the freight network to promote economic development, while maintaining the system in a state of good repair.</p>	<p>Reduce delay and improve truck reliability on corridors that serve major freight centers or economic hubs.</p> <p>Maintain adequate bridge/pavement condition ratings on freight corridors.</p>	<p>Emphasize reliability/operational efficiency on major freight corridors in the region by establishing priority for ITS deployments and services.</p>	<p>Annual hours of truck delay.</p> <p>Truck reliability Index.</p> <p>Daily Truck Volumes by Location.</p>	<p>Many of the 2016 CMP performance measures are not currently measured or documented – consider which are most important to monitor process, able to be easily captured, and do not create unnecessary administrative burden in future update to improve ability to monitor process effectiveness.</p> <p>Provide clear alignment between future CMP update actions and strategies and 2050 MTP projects.</p>

National Performance Goals ¹	2050 MTP Goal Area	2050 MTP Objectives/Strategies	2050 MTP Performance Measures	2016 CMP Strategic Goal	2016 CMP Goals and Objectives	2016 CMP Actions and Strategies	2016 CMP Performance Measures	Gaps – For Future CMP Update
		<p>placemaking and wayfinding.</p> <p>Objective 4C. Promote an adaptable transportation system that supports the local and regional economy, job growth and livability.</p> <p>Objective 4D. Plan and facilitate regional policy development for new technology.</p> <p>Objective 4E. Coordinate street design standards to match current land use as well as future land use goals and policies by applying Context Sensitive Solutions and Complete Streets policies, and street typologies.</p>						<p>Update MTP project evaluation criteria as needed to demonstrate how projects implement actions and strategies set forth in a future CMP update.</p>
<p>6. Environmental Sustainability. To enhance the performance of the transportation system while protecting and enhancing the natural environment.</p>	<p>Goal 5: Promote a Healthy Environment Protect, preserve, and enhance the natural environment to promote sustainability and public health.</p>	<p>Objective 5A. Improve air quality and reduce greenhouse gas emissions.</p> <p>Objective 5B. Increase community resiliency to climate change.</p> <p>Objective 5C. Coordinate transportation and land use planning to support connections that reduce reliance on auto trips and encourage active transportation.</p> <p>Objective 5D. Minimize and mitigate negative impacts on the natural environment by implementing the Context Sensitive</p>	<p>5A-1 (FHWA) On-road mobile source emissions reduction – carbon monoxide</p> <p>5A-2 (FHWA) (FHWA) On-road mobile source emissions reduction – PM10</p>					<p>2016 CMP is silent on environmental goals. Given the purpose of the program, consider alignment between MTP environmental goals and performance measures and provisions in a future CMP update.</p>

National Performance Goals ¹	2050 MTP Goal Area	2050 MTP Objectives/Strategies	2050 MTP Performance Measures	2016 CMP Strategic Goal	2016 CMP Goals and Objectives	2016 CMP Actions and Strategies	2016 CMP Performance Measures	Gaps – For Future CMP Update
		<p>Solutions process during transportation project development.</p> <p>Objective 5E. Promote healthy lifestyles by connecting everyday destinations through increased active transportation.</p>						
<p>7. Reduced Project Delivery Delays. To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.</p>	<p>Goal 6: Advance Equity Promote equitable transportation options, improvements, and maintenance activities for vulnerable populations.</p>	<p>Objective 6A. Improve multimodal access to employment, education, recreation, and essential services for underserved neighborhoods.</p> <p>Objective 6B. Minimize adverse impacts on existing neighborhoods resulting from transportation projects; when impacts are unavoidable, equitably distribute them to avoid disproportionate impacts to vulnerable populations.</p> <p>Objective 6C. Improve the ability of underrepresented groups to participate in the transportation decision making process.</p>						

Attachment E

Listing of STIP and TIP Specific Engagements since the March 27, 2024 STIP Partial Approval

March 26-27, 2024: Alaska Tribal Transportation Workgroup

April 3, 2024 FAST Technical Committee, STIP Update & Project Prioritization

April 16, 2024: MVP Policy Board Meeting, STIP, Project Prioritization Review and Travel Demand Model & Household Survey

April 17, 2024: FAST Planning Policy Board, STIP, Project Prioritization Review

April 18, 2024: AMATS Policy Board, TIP AMD 2 Air Quality Conformity

April 25, 2024: FAST Planning Policy Board Chair Work Session

April 26, 2024: FAST Planning and AMATS Work Sessions (Executive Directors)

April 30, 2024: FHWA STIP After Action and Next Steps

April 30, 2024: FHWA/FTA Meeting on Federal Planning Findings, Tier 2

May 1, 2024: FAST Planning Technical Advisory Committee, updates on STIP

May 2, 2024: AMATS Technical Advisory Committee, TIP Narrative Update

May 8, 2024 MVP and DOT&PF Staff meeting on STIP

May 9, 2024: FHWA/FTA Meeting on Federal Planning Findings, Tier 2

May 14, 2024: MVP Technical Advisory Committee, STIP, Project Prioritization Review

May 14, 2024: Alaska Railroad, 2024-2027 STIP Amendment #1

May 15, 2024: FAST Planning Policy Board, STIP and TIP

May 15, 2024: FHWA/FTA Discretionary Grants

May 16, 2024: AMATS Policy Board, TIP Narrative

May 21, 2024: MPO/FHWA/FTA Coordination Meeting

May 21, 2024: MVP Policy Board, STIP Update

May 22, 2024: Special MVP Policy Board Meeting (Project Focus for STIP AMD 1)

May 29, 2024: MPO/FHWA Quarterly Meeting

May 30, 2024: Alaska Railroad, 2024-2027 STIP Amendment #1

June 3, 2024: FHWA Quarterly Meeting

June 5, 2024: FAST Technical Advisory Committee

June 6, 2024: AMATS Technical Advisory Committee, DOT&PF Policy & Procedure on MPO Coordination during STIP Development

June 11, 2024: FHWA/FTA Coordination Meeting

June 11-13, 2024: Alaska Transportation Working Group (Fed Land Managers)

June 18, 2024: MVP Policy Board Meeting

June 19, 2024: FAST Planning Policy Board Meeting

June 20, 2024: AMATS Policy Board Meeting