



Alaska Department of Transportation and Public Facilities

Let's Get Moving 2030

**Documentation of Compliance with
Federal and State Requirements**

February 2008

Alaska Department of Transportation and Public Facilities
Statewide Long-Range Transportation Policy Plan



Let's Get Moving 2030

Alaska Statewide Long-Range Transportation Policy Plan

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I. How the Statewide Long-Range Transportation Plan Addresses Federal and State Requirements

Let's Get Moving 2030, Alaska's 2007 statewide long-range plan, is a policy document that sets strategic direction for the development, management, and operation of Alaska's statewide multimodal transportation system. Alaska's transportation system conditions and needs are presented as a guide for system planning and for the programming of specific highway improvement and transit projects included in the Statewide Transportation Improvement Program (STIP).

As a policy document, the plan provides strategies and actions to address the eight planning factors specified in federal law. *Let's Get Moving 2030* also provides direction to regional system and modal plans. Development of this plan complies with all federal highway and transit authorization laws and regulations as well as all applicable state laws.

This document outlines:

- How the 2007 update to the Alaska Statewide Long-Range Transportation Plan (*Let's Get Moving 2030*) satisfies federal and state requirements for the statewide long-range plan
- Public involvement in the long-range planning process.

Many of the federal law and regulatory requirements detailed in the Code of Federal Regulations (CFRs) cover more than the long-range transportation planning requirement and address the overall statewide transportation planning process including modal plans, corridor plans and studies, metropolitan planning organization plans and programs. Together, all these different plans constitute the statewide planning process. Therefore, certain topics or analysis items may be addressed in more appropriate detail in subordinate plans than in *Let's Get Moving 2030*.

This document is organized into the following sections:

- Federal and state long-range transportation planning requirements
- Public involvement and consultation in the long-range transportation plan
- Planning-level consideration of environmental mitigation

Federal and State Long-Range Planning Requirements

The following lists the principal laws and regulatory requirements for statewide long-range planning.



1. Federal Planning Factors - 23 CFR 450.214

The current federal law – Safe, Accountable, Flexible, Effective Transportation Efficiency Act: A Legacy for Users (SAFETEA-LU) – requires the State to carry out a continuing, cooperative, and comprehensive statewide transportation planning process that provides for projects, strategies, and services that will address the following eight factors:

1. Support the economic vitality of the United States, the States, metropolitan areas, and non-metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements, and state and local planned growth, and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

Planning regulations developed pursuant to SAFETEA-LU, dated February 14, 2007 state, "consideration of the planning factors shall be reflected, as appropriate, in the transportation planning process. The degree of consideration and analysis of the factors should be based on the scale and complexity of many issues related to the transportation system."

How the requirements are addressed

Let's Get Moving 2030 includes policies, strategies, and actions that address these planning factors. They were addressed through a systematic system level analysis of current and future transportation needs, economic, social, and environmental trends affecting the demand for and supply of transportation infrastructure and services, and Alaska's fiscal capacity. Exhibit 1 below summarizes where these factors are addressed in the plan.

**Alaska Department of Transportation and Public Facilities
Statewide Long-Range Transportation Policy Plan**



Exhibit 1: Summary of Factor Locations

Planning Factor	Where Addressed: Policy, Strategy, and Actions
1. Support the economic vitality of the United States, the States, metropolitan areas and non-metropolitan areas, especially by enabling global competitiveness, productivity and efficiency	<p>Policy 8: Preserve and operate Alaska’s multimodal transportation system to provide efficient reliable access to local, national, and international markets.</p> <p>The strategic investment priorities identified in the plan address this factor.</p> <p>Action 1.4. Establish a system plan for ports and harbors.</p> <p>Action 3.2. Target State surface transportation finance responsibilities on the National Highway System, Alaska Highway System, and other high-functional class routes</p>
2. Increase the safety of the transportation system for motorized and non-motorized users	<p>Policy 9: Increase the safety of the transportation system for users of all modes.</p> <ul style="list-style-type: none"> • We will address the safety goals and implement the strategies established in the Alaska Strategic Highway Safety Plan and subordinate safety plans.
3. Increase the security of the transportation system for motorized and non-motorized users	<p>Policy 10: Work with federal, local, and state agencies to provide a secure transportation system and emergency preparedness for all modes.</p> <ul style="list-style-type: none"> • We will address the security of airports, vessels, and highways in our operating plans, manuals, and guidelines. • We will partner with other governmental agencies, private and public transportation providers, and their customers to address security.
4. Increase accessibility and mobility of people and freight	<p>Policy 1: Develop the multimodal transportation system to provide safe, cost-effective, and energy-efficient accessibility and mobility for people and freight.</p> <p>Action 1.4. Establish a system plan for ports and harbors.</p> <p>Action 3.6. Pursue demand management and multimodal solutions where applicable.</p>

**Alaska Department of Transportation and Public Facilities
Statewide Long-Range Transportation Policy Plan**



Planning Factor	Where Addressed: Policy, Strategy, and Actions
5. Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns	<p>Policy 11: Preserve the integrity of the ecosystems and the natural beauty of the state, limit the negative impacts and enhance the positive attributes – environmental, social, economic, and human health – of an efficient transportation system.</p> <p>Policy 12: Support energy conservation, specifically in our consumption of fossil fuels as a matter of national security and to address climate change.</p> <p>Policy 13: Develop transportation plans in close coordination with local communities to ensure transportation investment decisions reflect Alaskans’ quality of life values.</p> <p>Action 2.8. Streamline and further integrate planning and environmental analysis to improve the project delivery process</p> <p>Action 2.10. Improve opportunities for public input and awareness, including providing timely information, and more options for influencing agency decisions.</p> <p>Action 3.3 Implement the process and methods required for the early identification and evaluation of environmental outcomes in regional and modal planning.</p> <p>See expanded discussion in section 2.0 below on environmental mitigation and <i>Let’s Get Moving 2030</i> implementing actions</p>
6. Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight	<p>Policy 7: Identify system development needs that address travel demand growth, economic development, and funding strategies through regional and metropolitan plans.</p> <p>Policy 8: Preserve and operate Alaska’s multimodal transportation system to provide efficient reliable access to local, national, and international markets.</p> <p>Action 1.4. Establish a system plan for ports and harbors.</p>
7. Promote efficient system management and operation	<p>Policy 5: Ensure the efficient management and operation of the transportation system.</p> <p>Policy 6: Use technology and Intelligent Transportation Systems where cost-effective to ensure the efficient operation of the transportation system, accessibility, and customer service.</p> <p>Action 2.6. Establish a level of service based approach to maintenance and operations planning and budgeting.</p> <p>Action 2.7. Implement new technologies such as Intelligent Transportation Systems and other tools to improve productivity.</p>

**Alaska Department of Transportation and Public Facilities
Statewide Long-Range Transportation Policy Plan**



Planning Factor	Where Addressed: Policy, Strategy, and Actions
8. Emphasize the preservation of the existing transportation system.	<p>Policy 3: Apply the best management practices to preserve the existing transportation system.</p> <p>Action 2.3. Apply life cycle management best practices to the selection of pavement treatments – avoid “worst first.”</p> <p>Action 2.4. Implement pavement management system analytical capabilities.</p> <p>Action 3.5. Preserve transportation corridors in high growth areas through corridor management planning, advance acquisition of right-of-way, and coordination with land use planning.</p>

2. SAFETEA-LU Requirements Regarding Land/Resource Management and Potential Environmental Mitigation Discussion in Long-Range Planning 23 CFR 450.214 (j)

The statewide long-range plan emphasizes ensuring compliance with this new provision. The enactment of SAFETEA-LU introduced new requirements for the statewide planning process that are to be conducted by the departments of transportation in all states. In addition to planning for transportation, the planning process plans for actions and strategies to protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements.

A long-range statewide transportation plan shall include a discussion of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the long-range transportation plan. **The discussion may focus on policies, programs, or strategies, rather than the project** The discussion shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies “(23 CFR 450.214(j))”.

The following definition is included in the 23 CFR 450.104:

Environmental mitigation activities means **strategies, policies, programs, actions, and activities that, over time**, will serve to avoid, minimize or compensate for (by replacing or providing substitute resources) the impacts to or disruption of elements of the human and natural environment associated with the implementation of a long-range statewide transportation plan or metropolitan transportation plan. The human and natural environment includes, for example, neighborhoods, and communities, homes and businesses, cultural resources, parks and recreation areas, wetlands and water sources, forested and other natural areas, agricultural areas, endangered and threatened species, and the ambient air. The environmental mitigation strategies and activities are intended to be **regional in scope, and may not necessarily address potential project-level** impacts.



How the requirement is addressed

Let's Get Moving 2030 provides a comprehensive set of policies, strategies, and actions that address environmental mitigation as defined above. The actions themselves provide additional detail on how regional and corridor plans will provide for the comprehensive analysis of the system-level environmental impacts. The actions specify mechanisms for early planning-level consideration of environmental impacts that will make the project delivery and NEPA process more effective. Implementation of *Let's Get Moving 2030* will result in better environmental outcomes and more efficient decision-making.

Let's Get Moving 2030 policies, strategies, and actions and associated narrative discussion were shaped by involvement and consultation with all the applicable state, tribal, and local agencies in the development of plan policies, strategies, and actions.

Specific plan policies that address environmental mitigation at the programmatic level are included in the plan and excerpted below for reference:

Policy 11: Preserve the integrity of the ecosystems and the natural beauty of the state, limit the negative impacts, and enhance the positive attributes – environmental, social, economic, and human health – of an efficient transportation system.

- We will evaluate and consider environmental outcomes in our regional plans, modal plans, and project development.
- We will approach transportation planning and project development with a strong environmental ethic.
- We will use the regional planning and modal planning process to consult with resource agencies in the early identification of environmental sensitivities, avoidance areas, and potential mitigation measures.
- We will avoid, minimize, and/or mitigate the impact of transportation infrastructure and operations on fish and wildlife.
- We will monitor the issues and assess the actions we can take to address climate change concerns.
- We will promote environmentally friendly, affordable transportation solutions.

Policy 12: Support energy conservation, specifically in our consumption of fossil fuels as a matter of national security and to address climate change.

- We will address strategies for energy conservation in regional plans, metropolitan plans, and community plans.
- We will advocate for transit, ride sharing, trip reduction, non-motorized transportation, and the use of alternative fuels.
- We will continue the State's role in establishing and supporting coordinated community transit systems.



Action 2.8. Streamline and further integrate planning and environmental analysis to improve the project delivery process. (Page #)

Action 3.1. Address context and affordability in design decisions. (Page #)

Action 3.3. Implement the process and methods required for the early identification and evaluation of environmental outcomes in regional and modal planning. (Page #)

3. Alaska Statute for Statewide Transportation Plan AS 44.42.050

The Alaska Statute directs the Commission of the ADOT&PF to develop a comprehensive, intermodal, long-range transportation plan for the state. The plan may be developed in multiple documents that address logical components, including geographic areas, modes of transportation, transportation corridors, systems, and other distinct subjects relevant to transportation planning. The statute also describes the conformity to the requirements for the use of federal funds and the process for developing and/or updating the plan. In developing the statewide transportation Plan the Commissioner may:

- (1) Consult and cooperate with officials and representatives of the federal government, other governments, interstate commissions and authorities, local agencies and authorities, interested corporations and other organizations concerning problems affecting transportation in the state; and
- (2) Request from an agency or other unit of the state government or of a political subdivision of it, or from a public authority, the assistance and data that may be necessary to enable the commissioner to carry out responsibilities under this section; every such entity shall provide the assistance and data requested.

How the requirements are addressed

The public involvement plan and the overall planning process satisfy the mandated level of involvement and participation in plan development.

Public Involvement and Consultation in the Long-Range Planning Process

There are a number of federal and state laws and regulations governing the public involvement and consultation required in the statewide planning process and the long-range plan.

These regulations address the overall process for developing a statewide plan and the identification of recommended participants and identify the requirements for notification and outreach. The following federal and state regulations pertain to specific participants who need to be included in the development of the plan. Each regulation is explained and followed with the public participation tools used throughout the project life to engage the participant.



1. Public Involvement Overview - Participants

Let's Get Moving 2030 was developed through an inclusive process that involved outreach, cooperation, coordination, and consultation with many participants. Ongoing participation took place through the Transportation Stakeholders Group (TSG) and the Public Review Group (PRG). These groups included the following participants: state and federal agencies, tribes, local units of government, representatives from rural areas, and the public.

Exhibit 2 summarizes how the public involvement requirements were addressed through the public involvement process.



Exhibit 2: Public Involvement and Consultation Process – Overview

Public Consultation and Involvement Tools	Regulation Compliance	Stakeholder	Outreach purpose
<ul style="list-style-type: none"> • Project initiation letter • Invitation to participate on PRG • Comment forms • Newsletter • Email notification • Website • Public meetings 	Federal transportation regulations 23 CFR 450 214(f), (g), (i), (j), (k) 17 AAC 05.135 and 17AAC 05.160 AS44.42.050	Federal and State Agency, MPOs, non-metropolitan local officials	<ul style="list-style-type: none"> • To explain the project and request input on issue identification and on the policy plan. • To invite the agency to participate and consult in the planning process as a member of the Public Review Group
<ul style="list-style-type: none"> • Tribal Consultation letter • Newsletter • Comment form • PRG member • Email correspondence • Response Summary • Invitation to participate on PRG • Public meetings • Website • TSG meetings 	Federal transportation regulations 23 CFR 450.210 (a) (viii) (Environmental Justice EO 12898) Federal transportation regulations 23 CFR 450.210(c), 214(h), (i), (j), (k) Federal Exec. Order 13175 Administrative Order No. 186 /DOT&PF P&P 01.03.010	Federally Recognized Tribes Secretary of the Interior	<ul style="list-style-type: none"> • To explain the project and request input on issue identification and on the policy plan. • To invite the Tribe to participate and consult in the planning process as a member of the Public Review Group.

**Alaska Department of Transportation and Public Facilities
Statewide Long-Range Transportation Policy Plan**



Public Consultation and Involvement Tools	Regulation Compliance	Stakeholder	Outreach purpose
<ul style="list-style-type: none"> • Newspaper Ads • Website • Public Meetings • Comment Forms • Electronic comment • Response Summary • TSG meetings 	Federal transportation regulations 23 CFR 450.210, 214(k) 17AAC 05.120 through 17 AAC 05.150	Public *The public is broken further into the subcommittees below.	<ul style="list-style-type: none"> • To announce the project to the public and invite their participation in the process. • To gain the public perspective on issues facing Alaska's Transportation system. • To obtain input on the Statewide Transportation Policy Plan.
<ul style="list-style-type: none"> • Public meetings • PRG interviewers • Email notification • Website notices • Comment forms • Questionnaire • Individual phone calls • Newsletters 	Federal transportation regulations 23 CFR 450.210, 214(k) 17AAC 05.120 through 17 AAC 05.150	Public Review Group	<ul style="list-style-type: none"> • To announce the project to the public and invite their participation in the process. • To broaden and strengthen the outreach efforts. • To gain a broad perspective on issues facing Alaska's Transportation system. • To obtain input on the Statewide Transportation Policy Plan. • To provide inclusion and input from recommended stakeholders (General citizen, Affected public agencies, Representatives of Public Transportation Employees, Freight shippers, Private transportation providers, Pedestrian and bicycle transportation facilities, Representative of the disabled and elderly, Freight providers, Traditionally underserved (low income, minority households), and Other interested parties).
<ul style="list-style-type: none"> • Public meetings • TSG meetings • TSG interview • Email notification • Website notices • Comment forms • Questionnaire • Individual phone calls • Newsletters 	Federal transportation regulations 23 CFR 450.210, 214(k) 17AAC 05.120 through 17 AAC 05.150	Transportation Stakeholder Group	<ul style="list-style-type: none"> • To broaden and strengthen the outreach efforts. • To gain a broad perspective on issues facing Alaska's Transportation system. • To obtain input on the Statewide Transportation Policy Plan. • To provide inclusion and input from recommended stakeholders listed in 23 CFR 450.214(k) for the development of statewide long range transportation plans.

Alaska Department of Transportation and Public Facilities Statewide Long-Range Transportation Policy Plan



State and federal agencies include those agencies responsible for the administration of public lands and conformity with the Clean Air Act. Other agencies to consider include the State's Division of Homeland Security and Emergency Management and the Department of Defense. All agencies were sent a formal project initiation letter and invitation to participate at the PRG level.

The PRG participation included an initial issue identification interview and the opportunity to review and comment on plan working documents as produced. Specific attention was made to incorporate agency expertise. The following lists the participants:

Federal

USDA, Forest Service
USDI, Fish and Wildlife Service
USDI, National Park Service
Bureau of Land Management
Bureau of Indian Affairs
Department of Defense, Alaskan Command
U.S. Army Corps of Engineers, Alaska District
Environmental Protection Agency
US Dept of Commerce, NOAA Fisheries Service

State

DEC, Division of Air Quality
DMVA, Division of Homeland Security & Emergency Management
DCCED, Division of Community Advocacy
DNR, Division of Mining, Land and Water
DNR, Division of Parks and Outdoor Recreation
DNR, Division of Parks and Outdoor Recreation, SHPO
Alaska Railroad Corporation

Tribal Government

Tribes include a duly formed government body for an Indian or Alaska Native Tribe that the Secretary of the Interior acknowledges to exist as an Indian Tribe pursuant to the Federally Recognized Indian Tribe List Act of 1994, Public Law 103-454. Alaska currently has 231 recognized tribes.

The individual tribes and the Secretary of the Interior received a formal consultation letter which explained the project, solicited input on issue identification, and invited participation and consultation. A notification letter was also sent to the ANSCA Corporations as a courtesy.

Public

The public includes the broad general public. Federal Highway Administration 23 CFR 450.210 identifies the following as members of the public.

Citizens
Affected public agencies



Representatives of public transportation employees
Freight shippers
Private providers of transportation
Representatives of users of public transportation
Representatives of users of pedestrian walkways and bicycle transportation facilities
Representative of the disabled
Providers of freight transportation services
Other interested parties

These members were included in the TSG, the PRG, or both.

2. Development of a Public Involvement Plan Federal 23 CFR 450.210

23 CFR 450.210 tasks the states to develop and use a documented public involvement process and to establish early and continuous public involvement opportunities that provide timely information about transportation issues and decision making processes

How the requirements are addressed

A documented public involvement plan was developed and followed in the development of *Let's Get Moving 2030*. Furthermore, the plan was amended to extend the final 45-day comment period on two occasions in response to requests for more time to provide input.

3. Requirements and Guidance Regarding Consultation Federal 23 CFR 450.104

The final planning rule for SAFETEA-LU revises the previous planning factor requiring State and Metropolitan Planning Organizations (MPOs) to develop long-range transportation plans in consultation with other agencies. The following definitions are included in the 23 CFR 450.104:

Consultation means that one or more parties confer with other identified parties in accordance with an established process and prior to taking actions(s), consider the views of the parties and periodically informs them about actions(s) taken. This definition does not apply to the "consultation" performed by the states and the MPOs in comparing the long-range statewide transportation plan and the metropolitan transportation plan, respectively, to state and tribal conservation plans, or maps, or inventories of natural or historic resources (see § 450.214(i) and § 450.322(g)(1) and (g)(2)).

How the requirements are addressed

The public involvement plan documented the established process. Consultation with all required parties involved:



- Issue identification interviews to determine what should be addressed in the plan
- Opportunities for consultation at key project milestones through participation on the TSG and/or the PSG
- Distribution of draft plans to all required consultees and follow up discussions where requested to obtain input

4. Federal 23 CFR 450.210(c) Requires Consultation with Areas Under Tribal Government Jurisdiction

23 CFR 450.210(c) requires that for each area of the state under the jurisdiction of an Indian Tribal government, the state shall develop the long-range statewide transportation plan and STIP in consultation with the tribal government and the Secretary

How the requirements are addressed

Individual tribes and the Secretary of the Interior received a formal consultation letter which explained the project, solicited input on issue identification, and invited participation and consultation. A notification letter was also sent to the ANSCA Corporations as a courtesy.

All parties where subsequently provided copies of plan drafts and solicited for input. All requests for further information or presentations on the plan were satisfied.

5. Federal 23 CFR 450.214(i) and (j) Specifies State, Tribal, and Local Agencies to be Provided Consultation Opportunities Regarding Land Use and Environmental Considerations

SAFETEA-LU introduced new requirements for the statewide planning process that are to be conducted by the departments of transportation in all states. In addition to planning for transportation, the planning process plans for actions and strategies to protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns. Federal regulations are specific regarding the agency to be consulted with:

"The long-range statewide transportation plan shall be developed, as appropriate, in consultation with state, tribal, and local agencies responsible for land-use management, natural resources, conservation, environmental protection, and historic preservation. This consultation shall involve comparison of transportation plans to state and tribal conservation plans or maps, if available, and comparison of transportation plans to inventories of natural or historic resources, if available (23 CFR 450.214(i)).



How the requirements are addressed

All the specified groups were consulted with as described in the prior sections that outline the public consultation and participation plan. Furthermore, the results of this consultation are reflected in the significant amount of additional information provided and discussion that took place around the public review draft. The final plan incorporates changes and additional information that resulted from this consultation.

6. Alaska State Law Provides Specific Mandates for Public Involvement in the Planning Process AAC 05.120 through 17 AAC 05.150

State of Alaska regulations that pertain to the statewide transportation planning process were developed and adopted in 2002. The regulations include processes for development of the plan's scope, goals and objectives, minimum planning process requirements, required public involvement process elements, specific methods for receiving public input, and specific requirements pertaining to public review of the draft plan.

How the requirements are addressed

The public involvement and consultation process documented above addressed all requirements

Other Applicable Federal and State Regulations

1. Environmental Justice (EJ) and Civil Rights

23 CFR 450.214(a)(viii) (Environmental Justice EO 12898)

A 1994 Federal Executive Order directs every federal agency to make environmental justice part of its mission by identifying and addressing the effects of all programs, policies, and activities on minority populations and low-income populations. The (U.S.) DOT's environmental justice initiatives accomplish this goal by involving the potentially affected public in developing transportation projects that fit within their communities without sacrificing safety or mobility. Effective transportation decision making depends upon understanding and properly addressing the unique needs of various socioeconomic groups. ADOT&PF's EJ principles are:

- (1) Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- (2) Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.



(3) Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

23 CFR 450.214 (a)(viii) requires the public involvement process to include a process for seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services.

How the requirements are addressed

The public involvement plan provided met these requirements by including representatives of the applicable groups and representative organizations. Potential EJ issues are addressed in the Public Participation Plan through the following:

- Tribal consultation letter
- Participation as a PRG member
- Newsletters
- Website
- Public meetings
- Participation as a TSG member
- Response summary

2. Title VI of the Civil Rights Act of 1964 (Civil Rights Restoration Act of 1987 as Amended)

Nondiscrimination in Federally Assisted Programs

No person shall, on the grounds of race, color, sex, or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Department receives federal assistance from the U.S. Department of Transportation, including the FHWA.

How the requirements are addressed

The project's public participation process is subject to review by the ADOT&PF Civil Rights Office to ensure Title VI compliance.

3. Tribal Consultation

Federal Executive Order 13175 Consultation and Coordination with Indian Tribal Governments

The 2000 Federal Executive Order directs federal agencies to establish regular and meaningful consultation and collaboration with tribal officials in the development of



federal policies that have tribal implications, to strengthen the United States government-to-government relationships with Indian tribes, and to reduce the imposition of un-funded mandates upon Indian tribes.

4. State of Alaska Administrative Order No. 186 / Alaska ADOT&PF Tribal Consultation Policy Government-To-Government Relations with the Federally-Recognized Tribes of Alaska DOT&PF P&P 01.03.010

The ADOT&PF is committed to consulting with tribes in Alaska as early in the department's decision-making process as practicable, and as permitted by law, prior to taking action or undertaking activities that significantly or uniquely affect a tribe. Department actions shall favor maximum participation of the affected tribe(s), with the goal of achieving informed decision-making through mutual consultation.

How the requirements are addressed

Consultation and Coordination were addressed in the Public Participation Plan and follow up activities through the following:

- Tribal consultation letter
- Participation as a PRG member
- Participation as a TSG member
- Issues identification survey
- Newsletters
- Website
- Response summary
- Public meeting

5. Coordination with MPO Planning Processes

23 CFR 450.208(a)(1) Coordination with MPO planning process Section 450.314 (a) discusses the recognition of the metropolitan area. For the purposes of the long-range statewide transportation plan there are two recognized metropolitan areas; Anchorage and Fairbanks. These areas are the boundaries of a metropolitan planning area (MPA) which encompasses the entire existing urbanized area plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan.

Section 450.316) discusses the responsibilities of the MPO in developing metropolitan transportation plans. The plans should be developed with due consideration of other related planning activities within the metropolitan area for the purposes of updating the long-range statewide transportation plan. Likewise it is pertinent that the DOT&PF provide the same due consideration for MPOs per 23 CFR 450.208(a)(1). The



participants include MPO local government officials, state and federal agencies, and interested parties.

Incorporation of the MPO planning and other planning processes was addressed through:

- Participation as a TSG member
- Participation as a PRG member
- Newsletters
- Website
- Public meetings
- TSG meetings
- Review and reference to the plans in the Statewide Plan baseline analysis
- Response summary

6. Involvement with Non-Metropolitan Local Officials

Federal 23 CFR 450.210(b) Non-metropolitan local official consultation process

Requires states to have a documented process for consulting with non-metropolitan local officials representing units of general purpose local government and/or local officials with responsibility for transportation that is separate and discrete from the public involvement process and provides an opportunity for their participation in the development of the long-range transportation plan and the STIP. Alaska's process was developed in 2004 and reviewed in 2006, and can be accessed here: http://www.dot.state.ak.us/stwdplng/cip_stip/assets/regulations/localconsult030104.pdf

Local officials were provided opportunity for consultation and participation through the following mechanisms:

- Participation as a TSG member
- Participation as a PRG member
- Newsletters
- Website
- Public meetings
- TSG meetings



7. Local Planning Authority Consistency Review AS 35.30.010

Alaska Statute 35.30.010 describes the review and approval process by local planning authorities and the project boundaries that determine who the Department submits the plans to for review.

If located in a municipality, plans should be submitted to the planning commission of the municipality,

If located within two miles of a village, plans shall be submitted to the village council, and

If located within one-half mile of the boundary of an area represented by a community council, plans shall be submitted to the community council.

Local planning authority consistency review does not apply to the SWLRTPP or STIP.



Attachment A

Exhibit 3: Summary Log of Consultation and Public Involvement Activities

Date Completed	Activity
03/31/07	Emailed copy of TSG invitation letter to TSG members. Original hardcopy letters were sent by ADOT&PF.
Week of 4/2 and 4/9	Contacted each TSG member and conducted interviews.
04/06/07	Online public notice announcing 4/20/07 TSG meeting
Week of 4/19	Sent TSG members meeting information for upcoming TSG meeting in Anchorage.
Week of 4/16	Finalize individual interview summaries for TSG distribution and prepare a “what we learned” interview summary for TSG meeting
04/20/07	TSG Meeting #1 held in Anchorage.
Week of May4	Website up and running
Following April 20	Prepare Public Review Group list using DOT&PF mailing list.
06/7/07	Posted Public Notice on web site announcing 7/18/07 TSG meeting and 7/18/07 public meeting
06/12/07	Retail display ad published in Frontiersman
06/13/07	Retail display ad published in Anchorage Daily News
06/14/07	What’s Up Announcement (email list serv that is sent statewide)
06/19/07	Provided presentations to DOT&PF area planners for presentation
06/2007	Newsletter 1 sent to PRG mailing list.
07/12/07	Retail display ad published in Anchorage Daily News and Frontiersman
07/18/07	TSG Meeting #2, Wasilla, Alaska <ul style="list-style-type: none"> • Public Comment period provided
07/18/07	Public Meeting #1, Wasilla, Alaska <ul style="list-style-type: none"> • Public Comment period provided

**Alaska Department of Transportation and Public Facilities
Statewide Long-Range Transportation Policy Plan**



Date Completed	Activity
08/29/07	Tribal Consultation Letter sent
09/19/07	Southeast Conference presentation, Skagway, AK
09/25/07	Alaska Community Transit Conference, Fairbanks, AK
10/08/07	Meeting with Alaska Trucking Association
10/09/07	Agency consultation letter sent by ADOT&PF
10/10/07	Marine Transportation Advisory Board, Juneau, Alaska
10/11/07	Professional Design Council Forum, Anchorage, Alaska
10/15/07	Alaska Conservation Alliance Annual Meeting, Anchorage, Alaska
10/22/07	Transportation Town Forum (Fairbanks) Public Meeting #2
10/15/07	TSG #3 Public Notice Announcement posted on ADOT&PF web site
10/16/07	Retail display ads placed in Fairbank News Miner and Anchorage Daily News
10/22/07	Retail display ads placed in Fairbank News Miner and Anchorage Daily News
10/26/07	Meet with Governors Transportation Liaison to review Draft plan
10/29/07	Emailed Draft Plan to TSG for review
10/31/07	TSG #3 Meeting, Fairbanks, Alaska <ul style="list-style-type: none"> <li data-bbox="474 1084 720 1117">• Public Comment
11/06/07	Alaska Association of Municipal Managers Meeting, Fairbanks, AK
11/14/07	Associated General Contractors of Alaska, Anchorage, AK
11/21/07	Revised Plan with Governor's comments included
11/23/07	Online Public Notice
11/26/07	Highlight the plan on Headlines section of ADOT&PF website
11/26/07	Email notice to ADOT&PF Planners
11/26/07	8 hard copies of draft Statewide LRTPP sent to Alaska State Library M/S 0571

**Alaska Department of Transportation and Public Facilities
Statewide Long-Range Transportation Policy Plan**



Date Completed	Activity
11/27/07	Draft legal notice
	Posted Executive Summary on web site.
11/28/07	Email to Legislators sent to Eric Taylor
11/28/07	TSG email to announce draft plan sent on behalf of Jeff Ottesen
11/29/07	PRG email to announce draft plan
12/03/07	Letter sent to legislators announcing availability of draft plan for review and comment
12/03/07	Publish legal notices in paper
12/03/07	CD ROMs to Tribes (Draft Plan/Executive Summary/Survey)
12/03/07	CD ROMs to Libraries (Draft Plan/Executive Summary/Survey)
12/3/07	Agency Email (25) from Jeff Ottensen
12/3/07	Agency Fax to Niles Ceser, Bureau of Indian Affairs
12/3/07	Eric Taylor interview with Ed Schoenfeld, KTOO-FM (NPR affiliate)
12/05/07	Email w/ attachments sent to legislators announcing availability of draft plan for review and comment
12/10/07	On line Public Notice posted announcing 01/09/08 Anchorage public meeting
12/19/07	Southeast Conference Transportation Committee Special Meeting
12/20/07	Mat-Su Borough radio interview with Jeff Ottesen
12/20/07	Sent Agency distribution list to Betsy McCracken
12/26/07	Sent print copy of draft SWLRTPP to Jim Cushing (Sitka, AK)
12/27/07	Email from William Ballard to agencies
12/27/07	Meeting with Craig Community Association
12/31/07	Agency call to discuss streamlining
01/08/08	KBBI Homer Radio Report with Eric Taylor
01/09/08	Public Meeting

Alaska Department of Transportation and Public Facilities
Statewide Long-Range Transportation Policy Plan



Date Completed	Activity
	Z.J. Loussac Public Library, Anchorage, Alaska
01/11/08	Email to Rosemary Hagevig regarding comment extension
01/15/08	Talk of Alaska with Jeff Ottesen
01/20/08	Contacted meeting participants by phone to inform them the Public Comment period had been extended (9 phone calls) (3 emails)
01/10/08	Public Comment Deadline
01/10/08	What's Up Announcement
01/19/08	Teleconference with City of Ketchikan
01/19/08	Letter sent to all legislators informing of 2 nd extension of comment period to 02/01/08
01/21/08	Extended Public Comment Deadline (First Extension)
01/22/08	(H) Transportation presentation by Jeff Ottesen
01/24/08	(H) Transportation presentation by Jeff Ottesen
01/29/08	(H) Transportation presentation by Jeff Ottesen
02/01/08	Public Comment Deadline (Second Extension)