

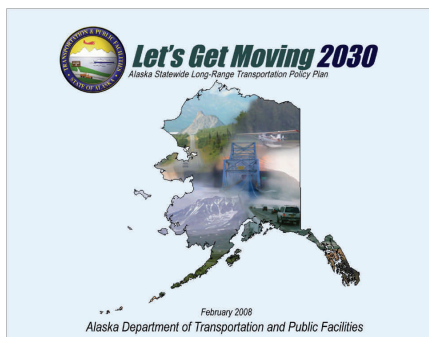
Planning for Transportation



Primary transportation planning functions of the Alaska DOT&PF:

1. Prepare and Maintain a Long-Range Statewide Transportation Plan:

Develop and update a long-range transportation plan for the state. Plans vary from state to state and may be broad and policy-oriented, or may contain a specific list of projects. *Let's Get Moving 2030 Alaska Statewide Long-Range Transportation Policy Plan* adopted February 2008 sets strategic priorities and implementing actions. It serves as a blueprint for managing the state's responsibilities for highways, airports and ferries through the year 2030.



2. Develop the Statewide Transportation Improvement Program (STIP) and Aviation Improvement Program (AIP):

Develop a program of transportation projects based on the state's long-range transportation plan and designed to serve the state's goals, using spending, regulating, operating, management, and financial tools. For metropolitan areas, the STIP incorporates the Transportation Improvement Program (TIP) developed by the MPO.

The STIP and AIP are similar to the TIP in that they identify statewide priorities for transportation projects and must be fiscally constrained. Through an established process, the state DOT solicits or identifies projects from rural, small urban, and urbanized areas of the state. Projects are selected for inclusion in the STIP/AIP based on adopted procedures and criteria.



3. Involve the public:

Public involvement is integral to good transportation planning. Without meaningful public participation, there is a risk of making poor decisions, or decisions that have unintended negative consequences. With it, it is possible to make a lasting contribution to an area's quality of life.

Public involvement is more than an agency requirement and more than a means of fulfilling a statutory obligation. Meaningful public participation is central to good decision-making.

The fundamental objective of public involvement programs is to ensure that the concerns and issues of everyone with a stake in transportation decisions are identified and addressed in the development of the policies, programs and projects being proposed in their communities.

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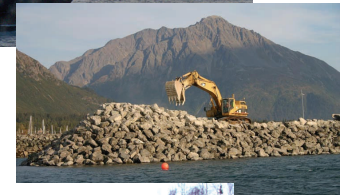
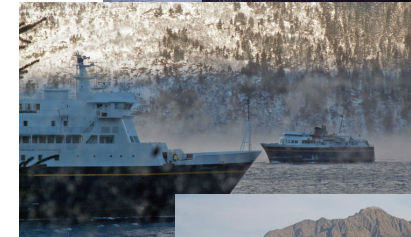
Transportation Planning is about more than Transportation.

- Clean Air Act / Air Quality Standards
- Financial Constraints
- National Environmental Policy Act (NEPA)
- Americans With Disabilities Act (ADA)
- Title VI/Environmental Justice
- Land Use (State and local law)
- Economic Development
- Tribal Consultation

Transportation helps shape an area's economic health and quality of life. Not only does the transportation system provide for the mobility of people and goods, it also influences patterns of growth and economic activity by providing access to land.

The performance of the system affects public policy concerns like air quality, environmental resource consumption, social equity, land use, urban growth, economic development, safety, and security. Transportation planning recognizes the critical links between transportation and other societal goals.

The planning process is more than merely listing highway and aviation capital projects. It requires developing strategies for operating, managing, maintaining, and financing the area's transportation system in such a way as to advance the area's long-term goals.



Transportation Process as a Dynamic System

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