



Alaska Department of Transportation and Public Facilities

*Let's Get Moving 2030*

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**Response to Comments on the Public  
Review Draft Plan**

February 2008

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

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# *Let's Get Moving 2030*

*Alaska Statewide Long-Range Transportation Policy Plan*

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## Response to Comments on the Public Review Draft Plan

The public comment period for the draft plan was extended beyond the required 45 day period twice to accommodate request for more time. *Let's Get Moving 2030* received considerable written and verbal comments. All written comments are collated in section 2 of this document.

Overall, the comments are extremely positive and acknowledge that ADOT&PF has produced a policy and system level plan that addresses fiscal realities and provides strategic direction.

There is considerable consistency in the comments, and several common themes emerged regarding areas of the draft plan that need improvement. This document summarizes recurring suggestions from public comment and explains how each was addressed in the final plan documents. The suggestions for revision centered around the following themes:

- **Lack of suitable consideration of ports and harbors**

Some comments indicated concern that the treatment of ports and harbors did not reflect their importance to Alaska. To address this concern, the plan now provides more discussion of these facilities and their role in freight transportation. An implementing action is also added for a multi-jurisdictional planning effort to systematically evaluate facility needs and funding as part of a ports and harbors modal plan.

- **Need for further consideration of the importance of marine transportation to many communities for their mobility**

Some comments noted that the plan should better recognize the importance of non-state ferry services and of the AMHS as part of the National Highway System, as well as non-state airports. These comments were addressed by expanding the discussion of ferry service, aviation, and refining implementing actions that address AMHS.

- **Environmental mitigation, climate change, and SAFETEA-LU compliance considerations**

Comments were received from many state, federal, and public organizations with an interest in the human and natural environment. These comments cited federal regulations and requirements governing ADOT&PF's entire planning, programming, and project delivery process.

*Let's Get Moving 2030* is a policy document that sets strategic direction. The plan complies with all federal and state regulations. In response to these comments, *Let's Get Moving 2030* has placed further emphasis on these areas through amended policy statements and additional implementing actions. These policies and implementing actions explain how the issues raised in the review comments will be addressed at the planning and project delivery levels.

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- **Comment that the plan is too Anchorage and “rail belt” focused**

A number of individuals raised concerns that the plan identifies strategic investments and does not address needs in smaller communities or those dependent on AMHS. A number of changes have been made in response to these comments. However, it is important to note that ADOT&PF believes that bringing fiscal reality into the planning process is in the interest of all Alaskans, and actually better positions the state to address needs in rural and smaller communities. This is because a strong emphasis of the plan is making sure that strategic needs are targeted and that funds are available for the preservation, maintenance, and operation of the entire system. These lifecycle management investments (preservation, maintenance, and operation) keep the transportation system open for business in all communities.

Changes made to the plan to address these concerns include adding new actions and further developing actions that address needs in rural and remote communities. The plan also includes implementing actions that address AMHS service and ports and harbors serving all communities.

- **Project specific concerns and input on the strategic system development goals**

Several comments referenced individual projects that are in the STIP and the broad set of strategic investment goals identified in the plan. The long-range statewide transportation policy plan is not the mechanism for addressing projects at different stages of development in the STIP. The long-range statewide transportation policy plan, moving forward, will provide direction to the STIP. The strategic investment goals in the plan define statewide strategic priorities for the development of the system. An outcome-based approach was taken to doing this, relying upon existing transportation plans, through which we identified priority goals for developing the system, and grouped the desired outcomes by category. The plan is careful to explain that system development needs are to be targeted on the priority goal categories, applying fiscal discipline to system development so that we can dependably fund the preservation and operation of the system and address safety improvements.