Alaska Federal Lands

Long Range Transportation Plan

Bureau of Land Management
National Park Service
US Fish & Wildlife Service
US Forest Service
AK Department of Transportation & Public Facilities
Federal Highway Administration
Purpose of FLMA Long Range Transportation Planning

• Collaborate between agencies
• Share limited resources
• Increase awareness of transportation issues
• Align transportation planning processes
• Develop short and long term strategies for addressing transportation needs
• Facilitate partnerships and joint funding opportunities
• Fulfill Federal statutory requirements
Why a Multi-Agency Plan?

- Shared regional administrative boundary
- Reduce duplicative efforts
- Potential for synergistic results
- Process to inform other efforts
- Public comprehension
Regional Planning Context

Multi-agency Alaska Regional LRTP with Individual Agency “Drop Down” Plans
LRTP Process

• Develop Mission, Goals, and Objectives
• Collect and analyze baseline data
• Develop goal-based performance measures
• Interagency coordination for 5-Year transportation improvement plans
• Stakeholder outreach
• Identify range of implementation strategies
• Develop draft plan
Mission Statement

“To implement a regional long-range transportation plan that fulfills Alaska’s Federal land management agency’s common strategies for transportation that remains compatible with individual land management agency missions in partnership with the Alaska Department of Transportation and Public Facilities.”
Goals

System Preservation: Develop a long-term managed transportation system to satisfy current and future needs.

Visitor Experience: Proactively enhance the multimodal transportation/system, Alaska experience, and connectivity.

Mobility: To promote safe, efficient, sustainable, and economical connections to and through Federal lands.

Environment: Ensure the transportation program helps to preserve and enhance ecosystem integrity.
Outreach Strategies

• Planning update newsletters
• E-blasts
• Face-to-face meetings and web-conferences in association with organizational events
• Presentations at agency/community meetings upon request
• Centralized website
• Draft document review (use of PEPC for written comments)
Stakeholders

- The public
- People/groups outside of state
- Alaska residents

- Local government
- Denali Commission
- Stakeholder organizations
- Bureau of Indian Affairs
- Tribes
- Alaska Railroad
- Federal Aviation Administration
- Other relevant government agencies outside Core Team
- Concessionaires

Core Team, Agency Management, and other delegations
Completed to Date

- Established Vision, Mission, Goals
- Conducted data inventory
- Performance measures under development
- Developed outreach framework
- Developed document framework
Project Schedule

Develop draft and final strategies, Develop draft plan Jun-Sep ’10

Outreach on Draft plan Oct-Dec 2010

Final Plan Sep 2011
Feedback

• Concerns about the process?
• Questions about the final product?
• Outreach – when and where?
• Schedule for completion
How is baseline data analyzed?

DATA SYNTHESIS:
PROCESS METHODOLOGY

OVERLAY ANALYSIS:
GIS & TABULAR DATA

FACILITY CONDITIONS
OPERATIONAL CONDITIONS
RESOURCE CONDITIONS
DEMOGRAPHICS/VISITATION

PRIORITYED COMPOSITE DETERMINATION OF NEED

COMPOSITE “HOT SPOTS”
ALASKA REGION FLMA LRTP
RANGE OF IMPLEMENTATION
STRATEGIES

NODAL AND LINKAGE

MULTIMODAL ENHANCEMENT

ENERGY AND ENVIRONMENT
ALASKA REGION FLMA LRTP
OVERALL FUNDING TRENDS

Alaska
2004-2009 Funded Transportation Projects
2008-2015 Future Need

Past Funded Projects
$50.5 Million
Future Need
$134.2 Million
Alaska Region
Transportation Assets
Total Transportation DM: $53,023,348

Source: FMSS 1/12/09

9.3% of Assets
57% of Assets
26.3% of Assets
7.5% of Assets