Chapter

8

Implementation

MTP2040

LINK - CONNECT - MOVE

This chapter identifies the policy guidance and specific action items, organized by goal and objective, that are recommended to help implement the 2040 MTP.

Chapter

8

Introduction

This chapter identifies the policy guidance and specific action items, organized by goal and objective, that are recommended to help implement the 2040 MTP. Regular reassessment of progress, system performance, and traffic congestion will aid in establishing priorities for implementation activities. The action items below are those for which AMATS is responsible. Please note that each action is dependent on available funding.

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GOAL 1 Preserve the Existing System: Maintain the transportation system in a state-of-good repair.

Objective 1A - Maintain and rehabilitate the existing transportation system to achieve and maintain a state of good repair for all modes.

Item #	Policy/Action	Description
1A-1	Action	Utilize the System Preservation Performance Measures and Targets to help identify projects for the MTP and TIP.

GOAL 2 Improve Safety: Increase the safety and security of the transportation network

Objective 2A - Reduce vehicle, pedestrian, and bicyclist crashes, especially those resulting in traffic fatalities and serious injuries.		
Item #	**Policy/Action**	**Description**
2A-1	Action	Explore removing Right Turn on Red at select locations, with a focus on the Vision Zero High Injury Network, within AMATS.
2A-2	Action	Coordinate with MOA and DOT&PF Traffic on ways to help address mega-blocks (long roadway segments having infrequent non-motorized crossings).
2A-3	Action	Review Vision Zero action items list for any that can be incorporated into the MTP, especially action items that relate to speeding, peak periods, and defensive driving.
2A-4	Action	Develop education campaigns for rules of road (for all users) and street safety (for all users).
2A-5	Action	For future road projects,address wildlife-vehicle incidents based on existing maps and traffic crash data and through consultation with the Alaska Department of Fish & Game and DOT&PF.
2A-6	Action	Utilize the Safety Performance Measures and Targets to help identify projects for the MTP and TIP.
Objective 2B - Decrease emergency response time.		
2B-1	Action	Work with the Anchorage Police Department and Anchorage Fire Department to gather incident response time data to identify potential improvements for the MTP and TIP.

Objective 2C - Reduce vulnerability and increase resiliency of transportation infrastructure from natural hazards and disasters.		
2C-1	Action	Identify neighborhoods that lack secondary access and identify potential improvements to aid resiliency and redundancy of access.
2C-2	Action	Review MOA climate action plan for action items to include in the MTP and TIP update. Participate in plan updates.
2C-3	Action	Review MOA All-Hazards Mitigation Plan for action items to include in the MTP and TIP update.
Objective 2D - Minimize conflicts between freight and other motorized and non-motorized travelers.		
2D-1	Action	Collaborate with the trucking industry and create educational materials to help drivers and non-motorized users understand commercial vehicle requirements, particularly for stopping, turning radii, and sight distances, and provide information on how to operate more safely within heavily used freight corridors.
2D-2	Action	Identify potential conflict points based on proposed freight route map, transit routes, and bike/pedestrian facilities, along with stakeholder coordination, to identify improvements for the MTP and TIP update.

GOAL 3 Improve Travel Conditions: Develop an efficient multi-modal transportation system to reduce congestion, promote accessibility, and improve system reliability.

Item #	Policy/Action	Description
3-1	Action	Investigate congestion management alternatives to roadway expansion projects.
3-2	Policy	Develop an interconnected network of streets, where appropriate, (a) to facilitate emergency response, particularly for fire and medical services; (b) for evacuation in event of disaster; (c) for ease and variety of travel; and (d) to promote even distribution of traffic.
3-3	Policy	Promote reduction of the carbon footprint resulting from the transportation system in the AMATS area through more efficient movement of people and goods.
Objective 3A - Decrease travel time		
3A-1	Action	Evaluate methods of improving travel-time data collection.
3A-2	Action	Utilize the Reliability Performance Measures and Targets to help identify projects for the MTP and TIP.
Objective 3B - Improve, as necessary, expressway, arterials, and collector roads and intersections to safely and efficiently handle projected traffic.		
3B-1	Action	Maintain and update the AMATS travel model as needed.
3B-2	Action	Implement and update the MTP and TIP.

Objective 3C - Establish an adequate number of access points from subdivisions to adjacent higher-order streets.		
3C-1	Action	Continue to work with MOA Planning to ensure that the minimum number of access points are established during plat reviews for future development as required by the Municipal code.
Objective 3D - Improve the existing transportation system efficiency through the implementation of effective and innovative transportation system management,		
3D-1	Action	Make recommendations for additional TDM studies throughout the AMATS area based on the results of the U-MED TDM study.
3D-2	Action	Work with the Anchorage School District on congestion during pickup/drop-off at all schools by supporting carpooling, Safe Routes to Schools program, and encourage walking and taking the bus.
3D-3	Action	Implement the recommendations from the AMATS Transportation Systems Management and Operations (TSMO) Plan in the AMATS TIP.
3D-4	Action	Update and improve the AMATS regional travel demand model to accommodate TSM/TDM strategies.
3D-5	Policy	Promote and support TSM and TDM projects that improve the efficiency and better utilization of existing roadway corridors.
3D-6	Policy	Support TSM strategies to limit and provide access to the street network in a manner consistent with the function and purpose of each roadway. To achieve this level of access control, encourage consolidation of access in developing commercial and high-density residential areas through shared use of driveways and local access streets.
3D-7	Action	Explore development of a traffic operations center for the AMATS area.

Objective 3E- Promote bicycle, pedestrian, and transit use		
3E-1	Policy	Work with AMATS committees to define an achievable mode split target consistent with MTP Goals.
3E-2	Action	Revise current AMATS policy on funding percentage by mode and link it with the mode share percentage policy.
3E-3	Action	Continue to support MOA Planning on review of private development projects to ensure non-motorized amenities are provided.
3E-4	Action	Work on development of local and regional park-and-ride systems in conjunction with PeopleMover and MOA Planning.
3E-5	Action	Support MOA Planning and Traffic departments on parking strategies that support multi-modal transportation options.
Objective 3F - Improve accessibility to major education, recreation, employment, commercial, health care, and other public facilities.		
3F-1	Action	Coordinate with DNR on Chugach State Park Access improvements.
3F-2	Action	Continue to work with MOA Planning to preserve existing platted easements for trails and establish new platted easements in subdivisions for access to schools, regional parks, recreational facilities, employment centers, and institutional and governmental facilities.
3F-3	Action	Update the Area-wide Trails Plan.
Objective 3G - Enhance the physical connectivity between neighborhoods by increasing the number of roadway, pedestrian, bicycle, and transit connections.		
3G-1	Action	Review the CMP performance measures to develop a connectivity index for bike and pedestrian travel.

Objective 3H - Reduce congestion.		
3H-1	Action	Implement the recommendations from the AMATS Transportation Systems Management and Operations (TSMO) Plan in the TIP.
3H-2	Policy	Promote increased use of TDM/TSM measures.
Objective 3I - Reduce the passenger vehicle miles traveled (VMT) and passenger vehicle hours traveled (VHT) per capita.		
3I-1	Action	Work with MOA Planning to implement the 2040 Land Use Plan to increase land use diversity and transit-supportive land use development consistent with the plan.
3I-2	Policy	Support initiatives that increase bicycle, pedestrian, and transit mode share.
Objective 3J - Increase competitiveness of transit.		
3J-1	Action	Utilize Transit System Reliability Performance Measures and targets to help identify projects for the MTP and TIP.
Objective 3K - Improve year-round mobility.		
3K-1	Action	Work with the MOA on establishing districts to collect revenue for improved winter maintenance.
Objective 3L - Improve incident clearance time.		
3L-1	Action	Work with local emergency support providers to explore options for reducing incident clearance times.
Objective 3M - Improve system reliability for all modes.		
3M-1	Action	Utilize the System Reliability Measures and targets to help identify projects for the MTP and TIP.

GOAL 4 Support the Economy: Develop a transportation sytem that supports a thriving, sustainable, broad-based economy.

Item #	Policy/Action	Description
4-1	Policy	Improve and promote access, mobility, signage, intermodal connectivity, efficiency, and circulation for freight in major transportation corridors for the Port of Alaska, Ted Stevens Anchorage International Airport (TSAIA), and the Alaska Railroad Corporation to maintain Anchorage, regional, state, and worldwide transportation services for passengers, goods, and national security.
Objective 4A - Optimize the transportation system to meet the needs of the Port of Alaska, TSAIA, the Alaska Railroad, military bases, employment centers, and industrial and commercial areas as well as to enhance intermodal capabilities.		
4A-1	Action	Adopt a freight route map.
Objective 4B - Enhance travel and tourism.		
4B-1	Action	Coordinate with the tourism industry on how to better integrate their needs into the AMATS process.
4B-2	Action	Develop a non-motorized marketing program like the Transit Marketing program in the TIP.
4B-3	Action	Review the non-motorized plan, when adopted, for policy/action item recommendations for the MTP.
Objective 4C - Promote a dynamic transportation system that supports the local and regional economy and job growth.		
4C-1	Action	Track travel time data to the Port of Alaska and TSAIA and along the Glenn and Seward Highway corridors and via the NHS network.

Objective 4D - Set policy and plan for new technology such as autonomous vehicles and electric vehicles.		
4D-1	Action	Make recommendations for additional TDM studies throughout the AMATS area based on the results of the U-MED TDM study.
4D-2	Action	Continue to work with partner agencies on preparing for new and emerging technologies.
4D-3	Action	Work with partner agencies to explore waiting areas/transportation hubs for Transportation Network Companies within AMATS.
4D-4	Action	Explore opportunities for an AV/CV downtown shuttle demonstration project.
4D-5	Action	Continue monitoring improvements to electric and autonomous vehicle technology and actions taken by other states and local communities.
4D-6	Action	Develop an emerging transportation technology strategic plan.

GOAL 5 Promote Environmental Sustainability: In developing the transportation network, protect, preserve, and enhance the community's natural and built environment and quality of life, including the equity of all users and social justice, while considering our northern climate and supports planned land use patterns.

Item #	Policy/Action	Description
5-1	Policy	Encourage travel by means other than single-occupancy vehicle travel.
5-2	Policy	Encourage and promote projects and programs for active transportation to maintain the health and welfare of citizens.
Objective 5A - Promote transportation improvements that provide for the needs of traditionally underserved populations.		
5A-1	Action	Incorporate and use the non-motorized plan update's health and equity information data in future MTP/TIP project selection criteria.
5A-2	Action	Use the health and equity information from the non-motorized plan update as a way to continue to enhance AMATS' capability to address environmental justice and Title VI issues.
5A-3	Action	Explore and consider how to expand affordable and convenient transportation options to traditionally underserved populations, including children, elders, and people with disabilities.
Objective 5B - Preserve and improve air quality to maintain the health and welfare of citizens.		
5B-1	Action	Develop incentives to increase TDM/TSM measures such as subsidized transit passes.
5B-2	Policy	Support infrastructure for electric vehicles.
5B-3	Action	Evaluate the impact of regionally significant roadways projects in the MTP on air quality, including carbon monoxide and particulate matter, as part of the planning and design process.

Objective 5C - Reduce or mitigate storm water impacts of surface transportation.		
5C-1	Policy	Transportation plans and future recommended projects should work in concert with the Alaska and National Pollution Discharge Elimination System Permits.
Objective 5D - Use coordinated transportation and land use planning techniques that support intermodal connections to reduce reliance on auto trips.		
5D-1	Action	Work on expanding the vanpool program.
5D-2	Action	Work to implement transportation recommendations from the Transit Supportive Development Corridor (TSDC) Strategic Implementation Plan.
Objective 5E - Coordinate transportation and land use decisions to support livable northern communities.		
5E-1	Action	Coordinate regarding snow plow priorities. Establish priorities based on transit routes, walkable land-use-designated areas, and equity considerations.
5E-2	Action	Identify ways to reduce snow accumulation on sidewalks and pedestrian walkways.
5E-3	Action	Identify and support development of locations where covered and connected walkways downtown are possible.
Objective 5F - Minimize adverse impacts on existing communities, such as neighborhood through-traffic movements, speeding, noise, and light pollution.		
5F-1	Action	Work with the MOA Traffic Department to implement identified traffic calming improvements.
Objective 5G - Minimize and mitigate impacts on the natural environment, such as water resources, fish and wildlife habitat, watersheds and wetlands, and parklands.		
5G-1	Policy	Comply with existing federal and state regulations regarding project development and permitting.
5G-2	Action	Work with environmental resource agencies to update environmental baseline information.

Objective 5H - Enhance aesthetics through transportation improvements consistent with community character.		
5H-1	Action	Continue implementation of AMATS-funded projects using the context-sensitive solutions process.
Objective 5I - Match street design to the use and character of the community/neighborhood through Complete Streets, recognizing that characters may vary from primarily commercial to primarily residential and from primarily urban to primarily rural.		
5I-1	Action	Develop a Complete Streets checklist.
5I-2	Action	Develop an AMATS Street Typology based on the 2040 Land Use Plan that integrates Functional Classification.
5I-3	Policy	Update MTP/TIP criteria to integrate the AMATS Street Typology.
5I-4	Action	Develop a process to implement the AMATS Street Typology.

GOAL 6 Quality Decision-Making: Make sound public investments.

Item #	Policy/Action	Description
6-1	Policy	Identify how objective-driven and performance-based decision-making using performance measures can be better used to identify needed improvements in the MTP.
6-2	Action	Review and update the AMATS specific performance measures.
6-3	Policy	Continue collaboration with regional planning partners such as the Mat-Su Borough, the Port of Alaska, TSAIA, Alaska Railroad Corporation, Joint-Base Elmendorf-Richardson, DOT&PF, MOA, and the Native Village of Eklutna.
6-4	Action	Investigate and adopt modifications related to multimodal performance measures within the AMATS area.
Objective 6A - Prioritize the projects within the MTP to optimize the benefit-cost ratio.		
6A-1	Action	Examine tools for estimating benefit-cost ratio for evaluating and prioritizing projects for all modes.
Objective 6B - Consider the life-cycle costs of projects when evaluating and selecting them within the MTP.		
6B-1	Action	Evaluate adding a new MTP or TIP screening criteria that considers life-cycle costs.
Objective 6C - Optimize benefits of capital expenditures.		
6C-1	Action	Develop a cost/benefit analysis tool for use with the MTP and TIP.

Objective 6D - Continue to improve regional cooperation and planning to address important transportation issues.		
6D-1	Action	Continue regional collaboration on projects, priorities, resources, and strategies mutually affecting the MOA and the Mat-Su Borough.
Objective 6E - Reduce unnecessary project delivery delays (which add to project costs) through efficient coordination.		
6E-1	Action	Review and integrate project development streamlining initiatives from FHWA (e.g., promote the use of planning environmental linkage studies).
6E-2	Action	Reconsider the AMATS operating procedures and MTP plan adoption procedures to streamline the processes.
Objective 6F - Coordinate planning efforts across disciplines (such as transportation, land use, economic development, emergency management, parking management, public health, and the military) and geographic areas.		
6F-1	Action	Work with MOA Planning and the private sector to install non-motorized friendly amenities.
6F-2	Action	Develop a framework for Transit-Supportive Development Corridor studies and associated strategic implementation plans.
6F-3	Action	Coordinate across disciplines on parking requirement changes including parking pricing, off-street parking mandates, and ways to reduce surface parking and identify opportunities for non-motorized improvements.
6F-4	Action	Explore new technologies for prepaid parking and discounts for seniors/low-income individuals.
6F-5	Policy	Continue to pursue close coordination of transportation and land use linkage goals of the Anchorage Bowl and Chugiak-Eagle River
6F-6	Action	Update the MTP evaluation criteria to include the Anchorage Bowl and the Chugiak-Eagle River land uses.
6F-7	Policy	Continue to follow a planning process based on comprehensive, cooperative, and continuing interaction with stakeholders.
6F-8	Policy	Promote the integration of appropriate non-motorized and public transportation facilities within new and major roadway reconstruction projects
6F-9	Action	Continue development review of site plans to promote system connectivity.
6F-10	Policy	Continue to support and consider MOA land-use codes, comprehensive plans, non-motorized plans, public transportation plans, freight plans, design standards, along with DOT&PF plans in project selection and development.
6F-11	Action	Review and update the evaluation criteria for the MTP and TIP.
6F-12	Action	To review the final Spenard Corridor Plan for policies, action items, and recommended projects for inclusion in the MTP and TIP.
6F-13	Action	Explore with planning partners the opportunities and tools available to establish a dedicated funding source for transit operations that will also support implementation of the 2040 LUP goals.

Process - From the MTP to Project Implementation

Consultation and Cooperation for Environmental Activities

Current federal requirements governing development of plans like the Anchorage MTP dictate that AMATS must consult, as appropriate, with state and local agencies responsible for land-use management, natural resources, environmental protection, conservation, and historic preservation. Among the consultation activities, the recommendations of the MTP must be compared with applicable state conservation plans or maps and available inventories of natural or historic resources to assess possible impacts of the plan.

In addition, the MTP must describe potential environmental mitigation activities. To prepare this section of the MTP, the team facilitated discussion with federal, state, local, and tribal entities responsible for land management and wildlife, as well as regulatory agencies, during plan development. Outreach efforts included inviting resource agency representatives to discuss major recommendations in the MTP. The locations of recommended road and non-motorized improvements were overlain on MOA Coastal Zone resource maps showing sensitive areas consisting of wildlife habitat, wetlands, other physical features, and historic culture resource sites provided by the Alaska State Historic Preservation Office. These maps were made available to the resource agencies for review.

The resource agencies were invited to provide input, suggestions, and guidance about projects or programs (for example, congestion management, TDM, and TSM) for the MTP projects.

The consultation from the resource agencies was considered to be guidance that complemented, not replaced, other formal guidance, such as the National Environmental Policy Act (NEPA) requirements. Several agencies responded with suggestions, and their recommendations are provided in the following sections.

Watershed Management

The State of Alaska is no longer participating in the Alaska Coastal Management Program as of July 2011. This program provided guidance and coordination for development permits at the state, federal and local level. Until the state elects to reinstate the program again in the near future, this

The following federal, state, tribal, and local resource agencies were contacted:

- ·Alaska Department of Environmental Conservation, Air Quality
- ·Alaska Department of Fish and Game, Wildlife Management
- Alaska Department of Natural Resources, Habitat Management
- Alaska Department of Natural Resources, Office of Project Management and Permitting
- Alaska Department of Natural Resources, State Parks
- Alaska Department of Transportation and Public Facilities Statewide Environmental Office
- Alaska Mental Health Trust Land Office
- Alaska State Historic Preservation Office (SHPO)
- Anchorage Historic Preservation Commission
- Chugiak-Eagle River Historical Society
- Joint Base Elmendorf-Richardson (JBER)
- MOA Department of Health and Human Services (DHHS), Air Quality
- MOA Heritage Land Bank
- MOA Parks and Recreation
- MOA Planning Department, Coastal Zone Planning
- MOA Public Works Department, Project Management and Engineering (PME), Watershed Management Section
- Native Village of Eklutna, Land and Environment Department
- University of Alaska Anchorage Land Management
- U.S. Army Corps of Engineers (USACE)
- U.S. Bureau of Land Management, Lands/Realty Group
- U.S. Department of Commerce, National Oceanic and Atmospheric Administration (NOAA), National Marine Fisheries Service (NMFS)
- U.S. Department of the Interior, U.S. Fish and Wildlife Service
- U.S. Environmental Protection Agency (EPA)

coordination between various permitting agencies must be handled solely by the project applicant. Coordination is necessary between permitting agencies to ensure compatible permit conditions and timelines that meet project deadlines.

The MOA Planning Department, EPA, and USACE recommended that the policies and maps of the Anchorage Wetlands Management Plan, new Coastal Resource Atlas maps, and Municipal Watershed Management Services Stream and Drainage Mapping Standards (a periodically updated database) should be consulted for potential project impacts.

They noted that projects should include early consultation with the MOA Watershed Management Section (in PME) and MOA Current Planning Section to obtain the most up-to-date information about these resources.

Proposed road improvements and trails have the potential to affect wetlands, streams, or intertidal areas, either directly or indirectly. The EPA recommends the following:

- Promote project planning and design that maximizes avoidance of aquatic areas, valuable wetlands and other environmentally sensitive areas. Where these areas cannot be avoided, negative impacts should be minimized and/or mitigated.
- Minimize direct, indirect, and cumulative impacts through planning and design, where avoidance is impracticable.
- Implement measures to offset unavoidable adverse impact.
- To avoid adverse impacts to aquatic resources, the mitigation sequence must be followed to determine the type and level of mitigation required under Section 404 of the Clean Water Act.

The EPA-recommended actions are required by Part 230.10(a), Section 404(b)

(1) Guidelines for Specification of Disposal Sites for Dredged or Fill Material, of the Clean Water Act. Compliance with this regulation is necessary to obtain USACE authorization for aquatic fill.

Permit applicants seeking authorization must include an 'alternatives analysis', which describes alternative road routes that were considered, with background data and rationale supporting the project's preferred alternative. USACE must concur with the project's alternative analysis before the applicant proposes compensatory mitigation. From information presented in the alternatives analysis, USACE can determine the Least Environmentally Damaging Practicable Alternative (LEDPA) that meets the overall purpose and need of the project. USACE will not issue a permit for actions with greater environmental damages when other alternatives are practicable.

Projects affecting wetlands identified in the Anchorage Wetlands Management Plan should comply with the enforceable policies and management strategies of the wetlands plan, and the design and construction budgets for all projects that would involve adverse impacts to aquatic areas should include funding to provide for avoidance, minimization, and compensatory mitigation measures.

Avoidance measures include the following, where practicable:

- Maximizing opportunities for forms of transportation other than automobiles
- Alignment of routes through uplands or the edges or lower value portions of wetlands
- Use of retaining walls and other features to minimize fill footprints
- Incorporation of onsite storm water

treatment measures

For unavoidable impacts, compensatory mitigation measures include the following:

- Replacing or upgrading existing culverts or other structures that block or impede fish passage
- Increasing the length of existing bridges
- Restoring previously damaged reaches of streams or areas of wetlands
- Providing for permanent protection of valuable aquatic areas
- Using Wetland Mitigation Banks when appropriate and as outlined by EPA, 40 CFR Part 230, Compensatory Mitigation for Losses of Aquatic Resources; Final Rule. A mitigation bank is a wetland, stream, or other aquatic resource area that has been restored, established, enhanced, or preserved in order to provide compensation for unavoidable impacts to aquatic resources permitted under Section 404. The value of a bank is defined in terms of "credits." USACE, EPA and MOA developed the Anchorage Debit-Credit Methodology (ADCM, updated 2011) to calculate debits, placing a value on impacts incurred with a project, and credits, the value of appropriate compensation to offset impacts, such as wetland preservation. Mitigation banks are a form of "third-party" compensatory mitigation, in which the responsibility for compensatory mitigation implementation and success is assumed by a party other than the permittee. This transfer of liability has been a very attractive feature for Section 404 permit-holders, who would otherwise be responsible for the design, construction, monitoring, ecological success, and long-term protection of the site. Within the Municipality, a private mitigation bank is operating now and the MOA, Heritage Land Bank is in the process of creating a mitigation bank to service the Municipality.
- The USACE may also direct an applicant to pay Fee-in-Lieu of Mitigation to offset a project's impacts. After calculating the project's debits with the ADCM, an overall monetary value is correlated based on the Relative Ecological Value of the aquatic resource area affected. Hence, higher value sites, such as "A" wetlands, are more costly to compensate for in this manner. The fee is paid to a local non-profit entity who is accredited to provide stewardship and protection of comparable wetlands in perpetuity.

Magnuson-Stevens Fishery

Specific responsibilities also are required for project management in areas with Essential Fish Habitat (EFH). The legislation, process, and recommendations of NMFS for work in EFH are described below:

The Magnuson-Stevens Fishery Conservation and Management Act (http://www.nmfs.noaa.gov/sfa/magact) as amended by the Sustainable Fisheries Act of 1996 (Public Law 104-267), established a new requirement to describe and identify EFH in each fishery management plan.

- An EFH consultation is triggered when a federal agency, or its designee, determines that an action to be authorized, funded, or undertaken by the agency may adversely affect EFH. For example, if the Federal Highway Administration (FHWA) is funding a road in the MOA, FHWA or the designee (consultant) would need to consult NMFS to determine whether the project would adversely affect EFH.
- An "adverse effect" is any impact that reduces the quality and/or quantity of EFH. Adverse effects may include direct or indirect physical, chemical, or biological alterations of the waters or substrate and loss of, or injury to, benthic organisms, prey species and their habitat, and other ecosystem components, if such modifications reduce the quality and/or quantity of EFH.
  Adverse effects to EFH may result from actions occurring within EFH or outside of EFH and may include site-specific or habitat-wide impacts, including individual, cumulative, or synergistic consequences of actions.
- ·Early consultation (project pre-scoping or scoping phase) with NMFS personnel about EFH is highly encouraged. Early consultation can help avoid potential conflicts during the permitting process.

For more information about EFH, conttact the Habitat Conservation Division at (907) 271-5006, email HCD_Alaska@ noaa.gov, or refer to the list of Habitat Conservation Division contact information for support staff and fisheries biologists at http://www.fakr.noaa.gov/ habitat/. For frequently asked questions about EFH, go to http://www.fakr.noaa.gov/habitat/efh/faq.htm.

Historic and Tribal Consultation

To determine whether projects may affect culturally sensitive sites, the Alaska State Historic Preservation Office recommends consultation of the Alaska Heritage Resource Survey (AHRS), the State of Alaska's inventory of known or reported cultural resources managed by the State of Alaska Office of History and Archaeology. The Native Village of Eklutna, Land and

Environment Department should also be consulted. All potential impacts to cultural resources in a project area should be determined and should be addressed through potential mitigation measures in project documentation.

Section 106 Programmatic Agreement

The DOT&PF has signed an updated Programmatic Agreement (PA) with FHWA, the Advisory Council on Historic Preservation, and the Alaska State Historic Preservation Officer to help streamline Section 106 of the National Historic Preservation Act (36 CFR 800) processing for Federal-Aid Highway Program projects that may affect roads eligible for the National Register of Historic Places (NRHP). The new PA, First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the Alaska State Historic Preservation Officer, and the Alaska Department of Transportation and Public Facilities Regarding Implementation of Section 106 of the National Historic Preservation Act for the Federal-Aid Highway Program in Alaska, incorporated historic roads guidance. For more information about the PA, contact the DOT&PF Cultural Resources Manager, Statewide Environmental Office in Anchorage at (907) 269-6229 or the DOT&PF Environmental webpage http://dot.state.ak.us/stwddes/desenviron/resources/historicproperties.shtml

Anchorage Historical Preservation Commission

SHPO recommends consulting with SHPO and Anchorage Historical Commission on all projects in the MOA that are not covered by the FHWA PA as a Programmatic Allowance and also with the Chugiak-Eagle River Historical Society on projects that are not covered by the FHWA PA as a Programmatic Allowance in the Chugiak-Eagle River area. There is potential for impacts to cultural resources throughout Anchorage due to the use of Tikatnu' (Dena'ina country) by Alaska Native Tribal groups as they camped, hunted, fished and in one known location were engaged in a battle for a control of a certain area of Anchorage. Kari and Fall provide a thorough documentation of these places in Shem Pete's Alaska. Historic and cultural resources established from the 1800s - forward are found in trails and construction including the National Historic Iditarod trail route, Alaska Railroad, and subsequent homesteading, military, mid-century, 1964 Earthquake, and oil boom time frames. These resources exist throughout Anchorage and should be considered during the Section 106 cultural and historic resources review process. Historic resources continue to be documented by the Anchorage Historic Preservation Program and the AK DOT&PF with historic property surveys, and determinations of eligibility, which have been completed for neighborhoods and individual properties throughout Anchorage.

Project Implementation

Before it is implemented, a project or program must first be included in one of the following funding documents: the MOA Capital Improvement Program (CIP) or the AMATS Transportation Improvement Program (TIP). The AMATS TIP is subsequently included without change in the DOT&PF Statewide Transportation Improvement Program (STIP), directly or by reference, after approval of the TIP by the MPO and the Governor.

Each funding document identifies the most likely funding source and ranks the projects and programs by priority. The CIP is funded locally with general obligation bonds or state grants. The AMATS TIP and the DOT&PF STIP are funded primarily with federal transportation dollars and complemented by state or local matching funds.

The funding source is important because each source requires specific project development processes. It determines whether NEPA documentation or state or local permitting processes apply to a project.

Regardless of the process, a very important component of project implementation is conformance with local plans, laws, and policies. For the Anchorage metropolitan area, applicable plans are the MTP, Anchorage Bowl and Chugiak-Eagle River comprehensive plans, the OS&HP, and the Anchorage Non-Motorized Transportation Plan.

Projects must conform to Anchorage land-use regulations (Title 21), as well as local guidance such as the Design Criteria Manual, A Strategy for Developing Context Sensitive Transportation Projects (municipal projects), Alaska Highway Preconstruction Manual, and local plans. Two important local bodies that provide review are the Planning and Zoning Commission and the Urban Design Commission. MTP projects are forwarded to these bodies for review and approval during project development, as appropriate.

Federal Funding of Project Development

Federal funding requires that a project be completed in accordance with a process defined by the FHWA and in accordance with the NEPA. The end result of the NEPA process is a decision document granting environmental clearance for the project to proceed to detailed design of the preferred alternative. The decision document can vary depending on the level of environmental analysis.

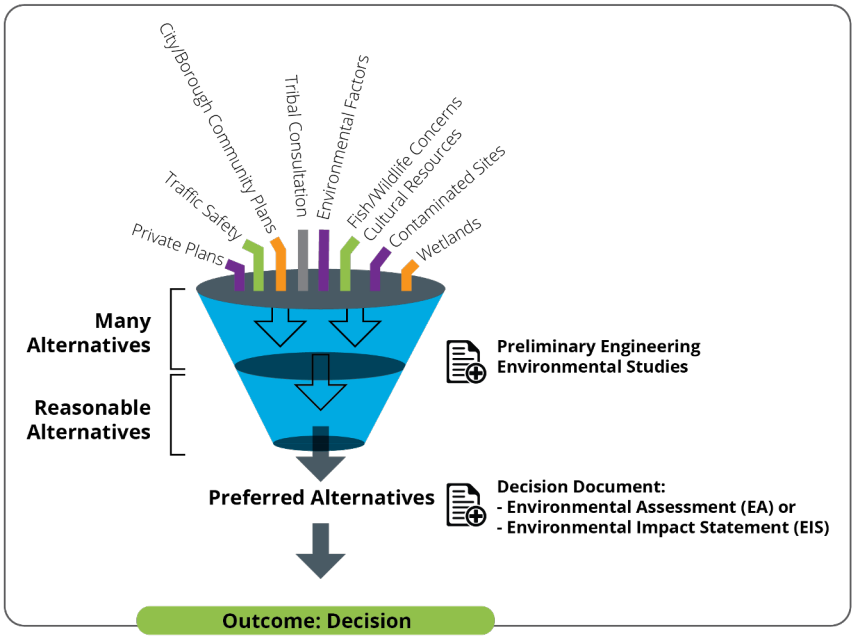
The decision document for an Environmental Impact Statement (EIS) or Environmental Assessment (EA) is a Record of Decision (ROD) or Finding of No Significant Impact (FONSI), respectively.

Environmental clearance can also be granted for smaller projects with smaller impacts. These projects receive a Categorical Exclusion upon completion of a Categorical Exclusion checklist and provision of supporting documentation.

For processes requiring an EIS, the decision-making follows the process shown in Figure 8-1; studies, planning documents, and site-specific information help form many alternatives. These alternatives are screened through environmental studies and preliminary engineering to identify reasonable alternatives that are further evaluated in the EIS or EA, resulting in selection of a preferred alternative.

Public input is sought in completing the document early in the scoping phase and after the draft and final documents are prepared. The ROD or FONSI documents the decision, allowing the next step in project development to begin.

Figure 8-1 Project Decision-Making Process



The decision document for an EA is Finding of No Significant Impact (FONSI); the decision document for an EIS is a Record of Decision (ROD).

The typical schedule for a federal-aid highway project requiring an EIS is shown in Figure 8-2. Some steps can be accomplished simultaneously. After ensuring all federal, state, and local requirements are met, FHWA approval is required to move the project to the next step.

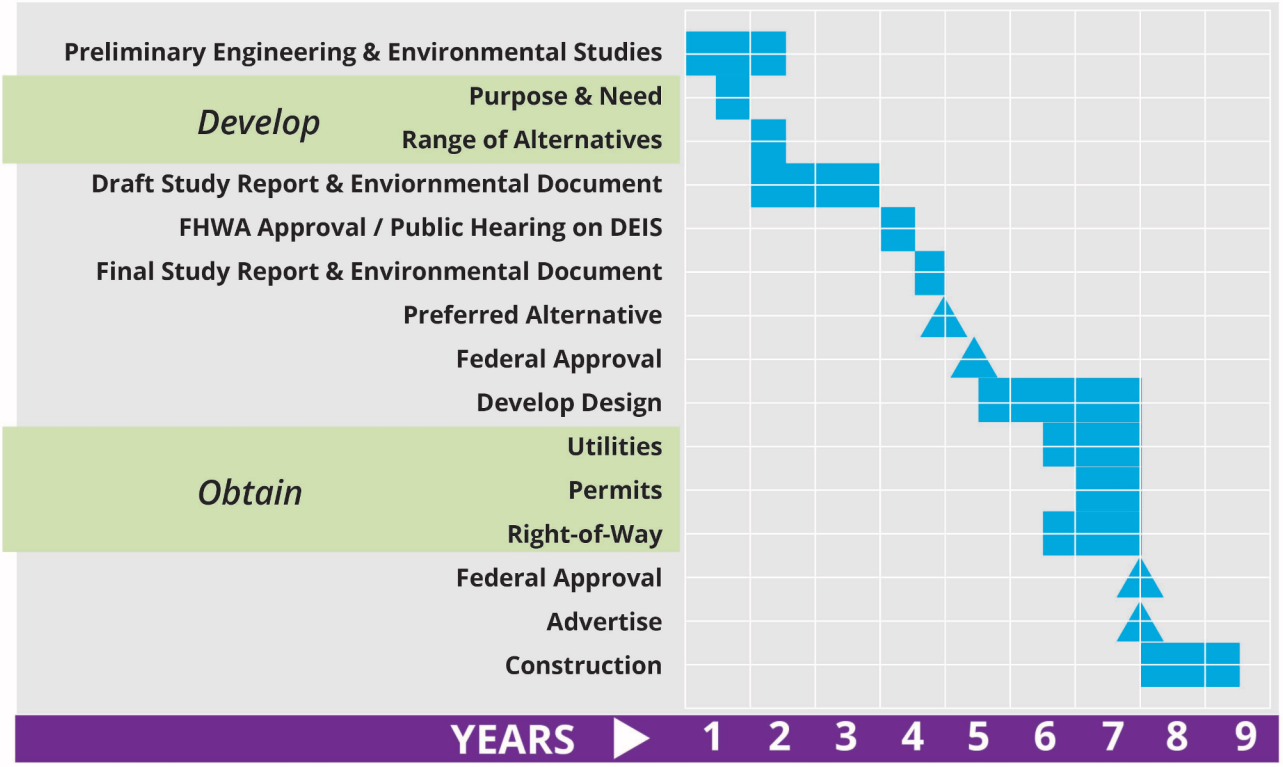



Figure 8-2 Typical Schedule for a Federal-Aid Highway Requiring an Environmental Impact Statement