

Summary of Alaska DOT&PF Process to Identify Gaps in the Performance of the National Highway System (NHS) Assets Regardless of their Physical Condition.

Note to FHWA: The process as described here is new to DOT&PF and will be used in the development of the agency's final TAMP and subsequent TAMP updates. DOT&PF will work to formalize this process during development of the final TAMP.

DOT&PF monitors and manages the performance of the NHS in regards to all seven Transportation Performance Management (TPM) National Goal areas: safety, congestion, system reliability, freight movement and economic vitality, environmental sustainability, and project delivery. Each of these performance areas contribute to the development of DOT&PF's capital program, in support of the agency's LRTP. Several internal processes allow DOT&PF staff to manage delivery of program to ensure the expected performance is delivered on time and within budget. These internal processes are connected to the TAMP development process, as outlined below, to ensure that the TAMP is developed in full awareness of any gaps in the performance of NHS assets and that the gaps are considered in the development of TAMP investment strategies.

1. DOT&PF holds a monthly Planning Chiefs' meeting to discuss issues related to delivery of the capital program, including STIP projects. This meeting addresses the needs of programmed projects to remain on schedule and budget. If project schedules or budgets change, this group determines the impact on the overall program, decides on actions to balance program delivery, and determines accomplishments to best achieve the agency's objectives, as described in the LRTP, and including all TPM goal areas.
2. In addition to the Planning Chiefs' meeting, DOT&PF convenes a Capital Program Review Team (CPRT) meeting at least twice per year. This is a cross-disciplined group that discusses and resolves issues in delivery of specific projects and program objectives, including the achievement of TPM goals and targets.
3. The TAMP Steering Team and Technical Teams include participants in both the Planning Chiefs' and CPRT meetings. As DOT&PF engages in the update of its TAMP, these members will share performance gaps in areas other than pavement and bridge conditions to the attention of the larger teams. As these issues are discussed and understood, they are included in the risk analysis and are considered when developing gap analysis scenarios in the pavement and bridge management systems.