Transportation Performance Management

State Biennial Performance Report for Performance Period 2018-2021

2018

Baseline Performance Period Report

Alaska

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State Contact:

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Summary of Performance Measures and Targets

Performance Measures	Baseline	2-Year Target	4-Year Target
Percentage of Pavements of the Interstate System in Good Condition			20.0%
Percentage of Pavements of the Interstate System in Poor Condition			10.0%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	35.6%	15.0%	15.0%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	29.9%	15.0%	15.0%
Percentage of NHS Bridges Classified as in Good Condition	39.4%	40.0%	40.0%
Percentage of NHS Bridges Classified as in Poor Condition	6.4%	10.0%	10.0%
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	95.5%	92.0%	92.0%
Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable			70.0%
Truck Travel Time Reliability (TTTR) Index	1.84	2.00	2.00
Annual Hours of Peak Hour Excessive Delay Per Capita: Urbanized Area 1			
Annual Hours of Peak Hour Excessive Delay Per Capita: Urbanized Area 2			
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Urbanized Area 1			
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Urbanized Area 2			
Total Emission Reductions: PM2.5	400.600	0.050	0.050
Total Emission Reductions: NOx	4663.000	0.050	0.050
Total Emission Reductions: VOC			
Total Emission Reductions: PM10	1943.000	2.000	4.000
Total Emission Reductions: CO	5023.000	20.000	40.000
Percent change in tailpipe CO2 emissions on the NHS compared to the calendar year 2017 level			

Overview

OVERVIEW SECTION 1		
O1	Please provide a description of how the State DOT is coordinating with relevant MPOs in target selection. [23 CFR 490.105(e)(2)] (Optional)	State of Alaska has two MPOs. Representatives from the MPOs were involved in our target setting development for all federal performance measures. There is a MOU between the state and each MPO that further describes this coordination.
O2	Please discuss how the established targets provided in this performance report supports expectations documented in longer range plans, such as the State asset management plan required by 23 U.S.C. 119(e) and the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]	State of Alaska LRTP effective December 2016 and revised May 2018 included the performance measures and preliminary targets for bridges and pavements. The state's TAMP includes the 2-, 4- and 10-year targets for bridges and pavements.
O3	Please use this space to provide any general comments that may assist FHWA in its review of your submission. You can use this space to provide greater context for your targets and baseline condition/performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	
OVERVIEW SECTION 2		
O4	Who should FHWA contact with questions?	Carolyn Morehouse
O5	What is the phone number for this contact? Please provide 10-digit number (area code and phone number) without formatting. (e.g., 1234567890)	9074658140
O6	What is the email address for this contact?	carolyn.morehouse@alaska.gov

Pavement

Pavement Performance Overview		
P1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline condition, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	
Statewide Performance Target for the Percentage of Pavements of the Interstate System in Good Condition		
P2	Please provide the 4-year target for the statewide percentage of pavements of the Interstate System in Good condition that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5. Notes: For the first performance period only, baseline condition and 2-year targets are not required for the Pavements on the Interstate System measures. [23 CFR 490.105(e)(7)]	20.0
P3	Please provide a discussion, to the maximum extent practicable, of the basis for the 4-year target established for the 2018-2021 Performance Period for the statewide percentages of pavements of the Interstate System in Good condition. [23 CFR 490.107(b)(1)(ii)(A)]	The targets are based on historical data trends and influences of identified external factors. This is further discussed in Alaska's TAMP.
Statewide Performance Target for the Percentage of Pavements of the Interstate System in Poor Condition		
P4	Please provide the 4-year target for the statewide percentage of pavements of the Interstate System in Poor condition that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5. Notes: For the first performance period only, baseline condition and 2-year targets are not required for the Pavements on the Interstate System measures. [23 CFR 490.105(e)(7)]	10.0
P5	Please provide a discussion, to the maximum extent practicable, of the basis for the 4-year target established for the 2018-2021 Performance Period for the statewide percentages of pavements of the Interstate System in Poor condition. [23 CFR 490.107(b)(1)(ii)(A)]	The targets are based on historical data trends and influences of identified external factors. This is further discussed in Alaska's TAMP.
Statewide Performance Target for the Percentage of Pavements of the Non-Interstate NHS in Good Condition. **Note: For the first performance period only, the overall condition for all Non-Interstate NHS pavement types will use IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]**		
P6	Baseline statewide percentage of pavements of the Non-Interstate NHS in Good condition. [23 CFR 490.107(b)(1)(ii)(B)] For the first performance period, FHWA has calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)] The data submitted must cover the condition derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)]	35.6

	The data must be reported to the nearest tenth of a percent.	
P7	Please provide the 2-year target for the statewide percentage of pavements of the Non-Interstate NHS in Good condition that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2019. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5.	15.0
P8	Please provide the 4-year target for the statewide percentage of pavements of the Non-Interstate NHS in Good condition that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5.	15.0
P9	Please provide a discussion, to the maximum extent practicable, on the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the statewide percentages of pavements of the Non-Interstate NHS in Good condition. [23 CFR 490.107(b)(1)(ii)(A)]	The targets are based on historical data trends and influences of identified external factors. This is further discussed in Alaska's TAMP.
Statewide Performance Target for the Percentage of Pavements of the Non-Interstate NHS in Poor Condition. **Note: For the first performance period only, the overall condition for all Non-Interstate NHS pavement types will use IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]**		
P10	Baseline statewide percentage of pavements of the Non-Interstate NHS in Poor condition. [23 CFR 490.107(b)(1)(ii)(B)] For the first performance period, FHWA has calculated this value using IRI, only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)] The data submitted must cover the condition derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent.	29.9
P11	Please provide the 2-year target for the statewide percentage of pavements of the Non-Interstate NHS in Poor condition that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2019. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5.	15.0
P12	Please provide the 4-year target for the statewide percentage of pavements of the Non-Interstate NHS in Poor condition that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5.	15.0
P13	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the statewide percentages of pavements of the Non-Interstate NHS in Poor condition. [23 CFR	The targets are based on historical data trends and influences of identified external factors. This is further discussed in Alaska's

	490.107(b)(1)(ii)(A)]	TAMP.

	The line above marks the end of the required reporting. Everything below this line is related to optional targets.	
	Optional Additional Pavement Performance Target #1 [23 CFR 490.105(e)(3)]	
P14	Which measure are you establishing an optional additional target? Percentage of Pavements on the:	
P15	Please indicate what area(s) the State DOT is establishing this additional target for (UZA stands for Urbanized Area). For each measure, a State DOT can only establish one additional target for the non-UZA area within their State. They can establish additional targets for any number and combination of UZAs.	
P16	If this target is for a single UZA or group of UZAs, please indicate which UZA(s) are included in this target. This field is not applicable if the target is for the statewide urbanized area (all UZAs) or the non-UZA area (Statewide Rural and Small Urban Areas). Please enter the UZA with its official name, state abbreviation, and then the 5-digit UZA code in parentheses. For example: BIRMINGHAM, AL (07786). For a group of UZAs, please separate them with a semi-colon. For Example: BIRMINGHAM, AL (07786); AUBURN, AL (04033).	
P17	Please provide the current baseline condition for the selected measure in this target area. [23 CFR 490.107(b)(1)(ii)(B)] The data submitted must cover the condition derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5. Notes: For the first performance period only, baseline condition and 2-year targets are not required for the Pavements on the Interstate System measures. [23 CFR 490.105(e)(7)] For the first performance period only, baseline condition for the all pavements on the non-Interstate NHS should be based on an overall condition using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]	
P18	Please provide the 2-year target for the selected measure in this target area that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2019. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5. Notes: For the first performance period only, baseline condition and 2-year targets are not required for the Pavements on the Interstate System measures. [23 CFR 490.105(e)(7)]	
P19	Please provide the 4-year target for the selected measure in the target area that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR	

	490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5.	
P20	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the selected measure in the target area. [23 CFR 490.107(b)(1)(ii)(A)] Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]	

Bridge

	Bridge Performance Overview	
B1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline condition, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	
	Statewide Performance Target for Bridges on the NHS Classified as in Good Condition	
B2	Baseline statewide percentage of deck area of bridges on the NHS classified as in Good condition. [23 CFR 490.107(b)(1)(ii)(B)] The data submitted must cover the condition derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent.	39.4
B3	Please provide the 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2019. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.409(c)] Enter 86.5% as 86.5.	40.0
B4	Please provide the 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.409(c)] Enter 86.5% as 86.5.	40.0
B5	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the statewide percentage of deck area of bridges on the NHS classified as in Good condition. [23 CFR 490.107(b)(1)(ii)(A)]	Historical data trends and influences of identified external factors. This is further discussed in Alaska's TAMP.
	Statewide Performance Target for Bridges on the NHS Classified as in Poor Condition	
B6	Baseline statewide percentage of deck area of bridges on the NHS classified as in Poor condition. [23 CFR 490.107(b)(1)(ii)(B)] The data submitted must cover the condition derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent.	6.4
B7	Please provide the 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2019. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.409(c)] Enter 86.5% as 86.5.	10.0

B8	Please provide the 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.409(c)] Enter 86.5% as 86.5.	10.0
B9	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition. [23 CFR 490.107(b)(1)(ii)(A)]	Historical data trends and influences of identified external factors. This is further discussed in Alaska's TAMP.
**The line above marks the end of the required reporting. Everything below this line is related to optional targets.** **Optional Additional Bridge Performance Target #1 [23 CFR 490.105(e)(3)]**	
B10	Which measure are you establishing an optional additional target? Percentage of deck area of Bridges on the NHS classified as in:	
B11	Please indicate what area(s) the State DOT is establishing this additional target for (UZA stands for Urbanized Area). For each measure, a State DOT can only establish one additional target for the non-UZA area within their State. They can establish additional targets for any number and combination of UZAs.	
B12	If this target is for a single UZA or group of UZAs, please indicate which UZA(s) are included in this target. This field is not applicable if the target is for the statewide urbanized area (all UZAs) or the non-UZA area (Statewide Rural and Small Urban Areas). Please enter the UZA with its official name, state abbreviation, and then the 5-digit UZA code in parentheses. For example: BIRMINGHAM, AL (07786). For a group of UZAs, please separate them with a semi-colon. For Example: BIRMINGHAM, AL (07786); AUBURN, AL (04033).	
B13	Please provide the baseline condition for the selected measure in this target area. [23 CFR 490.107(b)(1)(ii)(B)] The data submitted must cover the condition derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.409(c)] Enter 86.5% as 86.5.	
B14	Please provide the 2-year target for the selected measure in this target area that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2019. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.409(c)] Enter 86.5% as 86.5.	
B15	Please provide the 4-year target for the selected measure in the target area that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.409(c)] Enter 86.5% as	

	86.5.
B16	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the selected measure in the target area. [23 CFR 490.107(b)(1)(ii)(A)] Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]	

Reliability

	Travel Time Reliability Performance Overview	
R1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	Alaska DOT&PF has set conservative targets due to large gaps in the travel time data and due to contributing factors such as limited access control, lack of connectivity and alternative route in Alaska. As more data becomes available we will re-evaluate the targets.
	Statewide Performance Target for the Percent of the Person-Miles Traveled on the Interstate That Are Reliable	
R2	Baseline percent of person-miles traveled on the Interstate that are reliable. [23 CFR 490.107(b)(1)(ii)(B)] The data submitted must cover the performance derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent.	95.5
R3	Please provide the 2-year target for the percent of the person-miles traveled on the Interstate that are reliable that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2019. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.513(b)] Enter 86.5% as 86.5.	92.0
R4	Please provide the 4-year target for the percent of the person-miles traveled on the Interstate that are reliable that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.513(b)] Enter 86.5% as 86.5.	92.0
R5	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the percent of the person-miles traveled on the Interstate that are reliable. [23 CFR 490.107(b)(1)(ii)(A)]	Conservative targets are recommended due to large gaps in the travel time data and due to contributing factors such as limited access control, lack of connectivity and alternative route in Alaska.
	Statewide Performance Target for the Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	
R6	Please provide the 4-year target for the percent of the person-miles traveled on the non-Interstate NHS that are reliable that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.513(c)] Enter 86.5% as 86.5. Note: For the first performance period only, baseline performance	70.0

	and 2-year targets are not required for the Non-Interstate NHS reliability measure. [23 CFR 490.105(e)(7)]	
R7	Please provide a discussion, to the maximum extent practicable, of the basis for the 4-year target established for the 2018-2021 Performance Period for the percent of the person-miles traveled on the non-Interstate NHS that are reliable. [23 CFR 490.107(b)(1)(ii)(A)]	Conservative targets are recommended due to large gaps in the travel time data and due to contributing factors such as limited access control, lack of connectivity and alternative route in Alaska.

The line above marks the end of the required reporting. Everything below this line is related to optional targets.

Optional Additional Reliability Performance Target #1 - Reliable Travel Times [23 CFR 490.105(e)(3)]

R8	Which measure are you establishing optional additional targets? Percentage of person miles on the:	
R9	Please indicate what area(s) the State DOT is establishing this additional target for (UZA stands for Urbanized Area). For each measure, a State DOT can only establish one additional target for the non-UZA area within their State. They can establish additional targets for any number and combination of UZAs.	
R10	If this target is for a single UZA or group of UZAs, please indicate which UZA(s) are included in this target. This field is not applicable if the target is for the statewide urbanized area (all UZAs) or the non-UZA area (Statewide Rural and Small Urban Areas). Please enter the UZA with its official name, state abbreviation, and then the 5-digit UZA code in parentheses. For example: BIRMINGHAM, AL (07786). For a group of UZAs, please separate them with a semi-colon. For Example: BIRMINGHAM, AL (07786); AUBURN, AL (04033).	
R11	Please provide the current baseline performance for the selected measure in this target area. [23 CFR 490.107(b)(1)(ii)(B)] The data submitted must cover the performance derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.513] Enter 86.5% as 86.5. Note: For the first performance period only, baseline performance and 2-year targets are not required for the Non-Interstate NHS reliability measure. [23 CFR 490.105(e)(7)]	
R12	Please provide the 2-year target for the selected measure in this target area that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2019. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.513(c)] Enter 86.5% as 86.5. Note: For the first performance period only, baseline performance and 2-year targets are not required for the Non-Interstate NHS reliability measure. [23 CFR 490.105(e)(7)]	
R13	Please provide the 4-year target for the selected measure in the target area that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2021.	

	Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.513(b)] Enter 86.5% as 86.5.	
R14	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the selected measure in the target area. [23 CFR 490.107(b)(1)(ii)(A)]Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]	

Freight

	Freight Reliability (Movement) Performance Overview	
F1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	
F2	Please attach a PDF document listing locations of truck freight bottlenecks within the State, including those identified in the National Freight Strategic Plan. If the State DOT has prepared a State Freight Plan under 49 U.S.C. 70202, within the last 2 years, then the State Freight Plan may serve as the basis for identifying truck freight bottlenecks. 23 CFR 490.107(b)(1)(ii)(E)	Yes, document was uploaded in the Attachment tab.
F3	If the required document was not included in this biennial reporting, please explain. (Optional).	
	Statewide Performance Target for the Truck Travel Time Reliability (TTTR) Index	
F4	Baseline statewide Truck Travel Time Reliability Index. [23 CFR 490.107(b)(1)(ii)(B)] The data submitted must cover the performance derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest hundredth.	1.84
F5	Please provide the 2-year target for the statewide Truck Travel Time Reliability Index established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2019. Target must be reported to the nearest hundredth. [23 CFR 490.101 (Target definition) & 23 CFR 490.613(b)] For example, enter 2.54.	2.00
F6	Please provide the 4-year target for the statewide Truck Travel Time Reliability Index established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2021. Target must be reported to the nearest hundredth. [23 CFR 490.101 (Target definition) & 23 CFR 490.613(b)] For example, enter 2.54.	2.00
F7	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the statewide Truck Travel Time Reliability Index. [23 CFR 490.107(b)(1)(ii)(A)]	Conservative targets were adopted due to large gaps in the travel time data and due to contributing factors such as limited access control, lack of connectivity, alternative routes, and others.
	The line above marks the end of the required reporting. Everything below this line is related to optional targets.	
	Optional Additional Freight Reliability Performance Target (TTTR) #1 [23 CFR 490.105(e)(3)]	
F8	Please indicate what area(s) the State DOT is establishing this additional target for (UZA stands for Urbanized Area). For each measure, a State DOT can only establish one additional target for the non-UZA area within their State. They can establish additional targets for any number and combination of UZAs.	
F9	If this target is for a single UZA or group of UZAs, please indicate which UZA(s) are included in this target. This field is not applicable if the target is for the statewide urbanized area (all UZAs) or the non-	

	UZA area (Statewide Rural and Small Urban Areas). Please enter the UZA with its official name, state abbreviation, and then the 5-digit UZA code in parentheses. For example: BIRMINGHAM, AL (07786). For a group of UZAs, please separate them with a semi-colon. For Example: BIRMINGHAM, AL (07786); AUBURN, AL (04033).	
F10	Please provide the baseline performance for this measure in this target area. [23 CFR 490.107(b)(1)(ii)(B)] The data submitted must cover the performance derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest hundredth. [23 CFR 490.101 (Target definition) & 23 CFR 490.613(b)] For example, enter 2.54.	
F11	Please provide the 2-year target for the measure in this target area that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] The target should reflect expected performance by the end of 2019. Target must be reported to the nearest hundredth. [23 CFR 490.101 (Target definition) & 23 CFR 490.613(b)] For example, enter 2.54.	
F12	Please provide the 4-year target for the measure in the target area that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] The target should reflect expected performance by the end of 2021. Target must be reported to the nearest hundredth. [23 CFR 490.101 (Target definition) & 23 CFR 490.613(b)] For example, enter 2.54.	
F13	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the selected measure in the target area. [23 CFR 490.107(b)(1)(ii)(A)]Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]	

Emissions

Emissions Reduction Performance Overview		
E1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	
E2	Does the State include any areas designated as nonattainment or maintenance for PM2.5? Note: Based on the response to E2, the State is required to provide a statewide target for annual emissions reductions for PM2.5.	Yes
E3	If the State includes any areas designated as nonattainment or maintenance for PM2.5, are NOx and/or VOC a significant contributor to PM2.5 emissions anywhere in the State?	No significant contributors
E4	Does the State include any areas designated as nonattainment or maintenance for PM10? Note: Based on the response to E4, the State is required to provide a statewide target for annual emissions reductions for PM10.	Yes
E5	If the State includes any areas designated as nonattainment or maintenance for PM10, are NOx and/or VOC a significant contributor to PM10 emissions anywhere in the State?	No significant contributors
E6	Does the State include any areas designated as nonattainment or maintenance for CO? Note: Based on the response to E6, the State is required to provide a statewide target for annual emissions reductions for CO.	Yes
E7	Does the State include any areas designated as nonattainment or maintenance for ozone?	No
Statewide Total Emission Reductions PM2.5 Target #1		
E11	Please provide the baseline estimated emissions reductions (daily kilograms) of PM2.5. [23 CFR 490.107(b)(1)(ii)(B) & 23 CFR 490.107(c)(3)(ii)(D)] The baseline data for the performance period must include the cumulative statewide estimated emissions reductions (daily kilograms) for the previous 4 federal fiscal years before the start of the performance period. The data must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	400.600
E12	Please provide the 2-year target for cumulative emissions reduction (daily kilograms) of PM2.5 for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2019. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	0.050
E13	Please provide the 4-year target for cumulative emissions reduction (daily kilograms) of PM2.5 established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and [23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2021.	0.050

	The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	
E14	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for 2018-2021 Performance Period for cumulative emissions reduction (daily kilograms) of PM2.5. [23 CFR 490.107(b)(1)(ii)(A)]	The goal for the initial performance period is to establish reasonable targets that reflect historical emissions benefits achieved by CMAQ funded projects and account for variability in benefits by project type. Conservative targets are recommended for due to several factors that include data gaps to quantify benefits from certain measures and uncertainty in forecasting future reductions based on year to year variability in historical CMAQ funded project benefits.
Statewide Total Emission Reductions NOx Target #2		
E15	Please provide the baseline estimated emissions reductions (daily kilograms) of NOx. [23 CFR 490.107(b)(1)(ii)(B) & 23 CFR 490.107(c)(3)(ii)(D)] The baseline data for the performance period must include the cumulative statewide estimated emissions reductions (daily kilograms) for the previous 4 federal fiscal years before the start of the performance period. The data must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	4663.000
E16	Please provide the 2-year target for cumulative emissions reduction (daily kilograms) of NOx established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2019. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	0.050
E17	Please provide the 4-year target for cumulative emissions reduction (daily kilograms) of NOx established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2021. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	0.050
E18	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for cumulative emissions reduction (daily kilograms) of NOx. [23 CFR 490.107(b)(1)(ii)(A)]	The goal for the initial performance period is to establish reasonable targets that reflect historical emissions benefits achieved by CMAQ funded projects and account for variability in benefits by project type. Conservative targets are recommended for due to several factors that include data gaps to quantify benefits from certain measures and uncertainty in forecasting future reductions

			based on year to year variability in historical CMAQ funded project benefits.
Statewide Total Emission Reductions VOC Target #3			
E19	Please provide the baseline estimated emissions reductions (daily kilograms) of VOC. [23 CFR 490.107(b)(1)(ii)(B) & 23 CFR 490.107(c)(3)(ii)(D)] The baseline data for the performance period must include the cumulative statewide estimated emissions reductions (daily kilograms) for the previous 4 federal fiscal years before the start of the performance period. The data must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.		
E20	Please provide the 2-year target for cumulative emissions reduction (daily kilograms) of VOC established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and [23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2019. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.		
E21	Please provide the 4-year target for cumulative emissions reduction (daily kilograms) of VOC established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and [23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2021. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.		
E22	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for cumulative emissions reduction (daily kilograms) of VOC. [23 CFR 490.107(b)(1)(ii)(A)]		
Statewide Total Emission Reductions PM10 Target #4			
E23	Please provide the baseline estimated emissions reductions (daily kilograms) of PM10. [23 CFR 490.107(b)(1)(ii)(B) & 23 CFR 490.107(c)(3)(ii)(D)] The baseline data for the performance period must include the cumulative statewide estimated emissions reductions (daily kilograms) for the previous 4 federal fiscal years before the start of the performance period. The data must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	1943.000	
E24	Please provide the 2-year target for cumulative emissions reduction (daily kilograms) of PM10 established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2019. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	2.000	
E25	Please provide the 4-year target for cumulative emissions reduction	4.000	

	(daily kilograms) of PM10 established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2021. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	
E26	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for cumulative emissions reduction (daily kilograms) the PM10. [23 CFR 490.107(b)(1)(ii)(A)]	Conservative targets are recommended for the initial performance period due to several factors that include data gaps to quantify benefits from certain measures, inconsistencies in calculation methods between state and regional agencies and uncertainty in forecasting future reductions based on year to year variability in historical CMAQ funded project benefits.
Statewide Total Emission Reductions CO Target #5		
E27	Please provide the baseline estimated emissions reductions (daily kilograms) of CO. [23 CFR 490.107(b)(1)(ii)(B) & 23 CFR 490.107(c)(3)(ii)(D)] The baseline data for the performance period must include the cumulative statewide estimated emissions reductions (daily kilograms) for the previous 4 federal fiscal years before the start of the performance period. The data must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	5023.000
E28	Please provide the 2-year target for cumulative emissions reduction (daily kilograms) of CO established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2019. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	20.000
E29	Please provide the 4-year target for cumulative emissions reduction (daily kilograms) of CO established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2021. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	40.000
E30	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for cumulative emissions reduction (daily kilograms) of CO. [23 CFR 490.107(b)(1)(ii)(A)]	Conservative targets are recommended for the initial performance period due to several factors that include data gaps to quantify benefits from certain measures, inconsistencies in calculation methods between state and regional agencies and uncertainty in forecasting future reductions based on year to year

		variability in historical CMAQ funded project benefits.
**The line above marks the end of the required reporting. Everything below this line is related to optional targets.** **Optional Additional Emission Reductions Target #1 [23 CFR 490.105(e)(9)(iv)]**	
E31	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. (Optional) This item may be used to provide additional background detail or clarification on items included in this submission, note any complications, direct attention to areas of concern, ask questions, or for other similar purposes. (No text limit)	
E32	What pollutant does this optional additional target apply?	
E33	Please indicate what non-attainment and maintenance area or combination of areas that the State DOT is establishing this additional target. Please list the area name(s) as it appears in the EPA Green Book. [23 CFR 490.105(e)(9)(iv)] Separate multiple names using semicolons.	
E34	Please provide the baseline estimated emissions reductions (daily kilograms) of the pollutant for the selected non-attainment and maintenance area or combination of areas. [23 CFR 490.107(b)(1)(ii)(B)] and [23 CFR 490.107(c)(3)(ii)(D)] The baseline data for the performance period must include the cumulative statewide estimated emissions reductions (daily kilograms) for the previous 4 federal fiscal years before the start of the performance period. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	
E35	Please provide the 2-year target for cumulative emissions reduction (daily kilograms) of the applicable pollutant for the 2018-2021 Performance Period for the selected non-attainment and maintenance area or combination of areas. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2019. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	
E36	Please provide the 4-year target for cumulative emissions reduction (daily kilograms) of the applicable pollutant for the 2018-2021 Performance Period for the selected non-attainment and maintenance area or combination of areas. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2021. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	
E37	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for cumulative emissions reduction (daily kilograms) of the pollutant for the selected non-attainment and maintenance area or combination of areas. [23 CFR 490.107(b)(1)(ii)(A)]	

Attachments

S.No	Section	Attachment Name
1	Overview	2018_AK_Overview_Performance Measures MOU_Signed.pdf
2	Overview	2018_AK_Overview_Target Setting Procedures Agreement_Final Signed.pdf
3	Freight	2018_AK_Freight_Alaska Truck Bottleneck Final Report 9.26.2018 (002).pdf